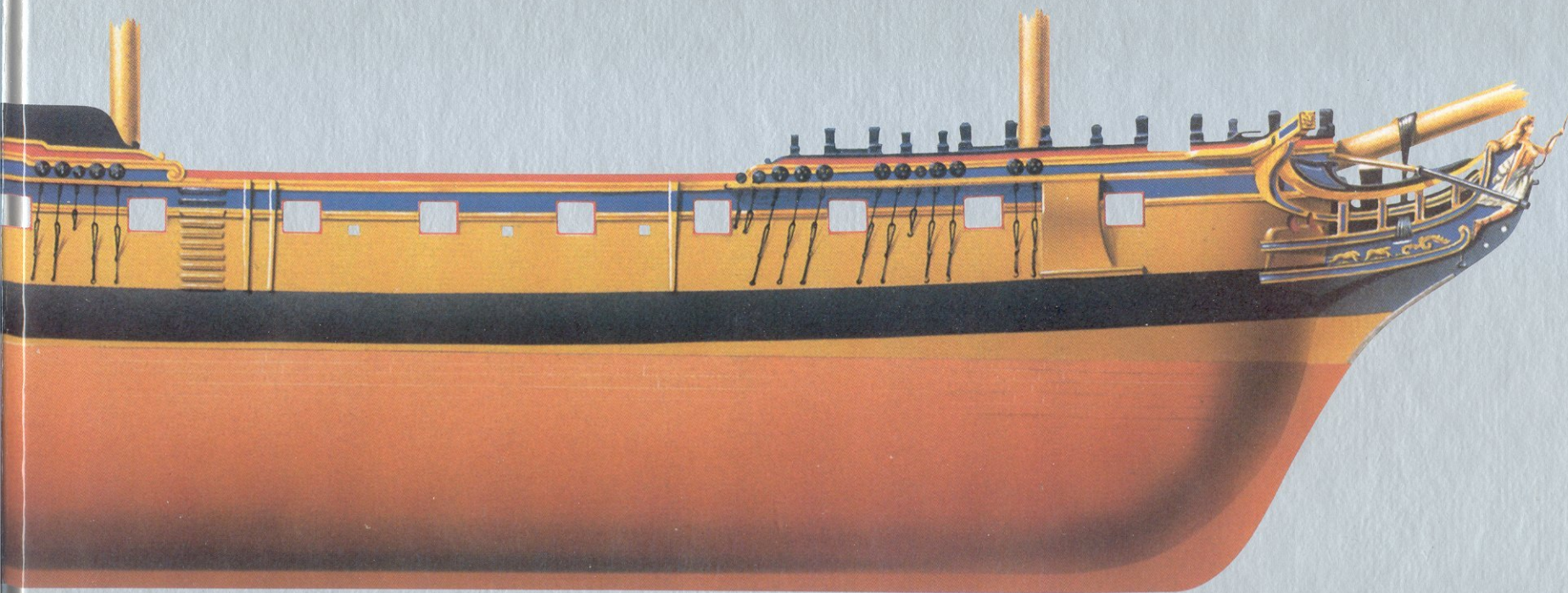


A N A T O M Y O F T H E S H I P

THE FRIGATE DIANA

COMPLETE WITH A $\frac{1}{96}$ SCALE FOLD-OUT PLAN



VISIT...

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£13,772. She exceeded her designed dimensions by 3 inches in length and 3½ inches in breadth, increasing her tonnage to 999 ⁴³/₉₄. Using this figure to calculate her value it would have increased payment by £80. However, had the frames been allowed to fall out another 2½ inches increasing the beam by a total of 6 inches – a figure that was by no means uncommon – then the tonnage would have risen to 1011 ¹¹/₉₄ and the value on this basis to £14,155.

Minor adjustments were made to the basic amount. Additions were made for items supplied or jobs done which were not specified in the original contract. Deductions were made for items 'found by His Majesty', amongst which were such things as mixt metal or copper underwater fittings. The final amount received by the contractors was £13,788.

The contract laid down the scantlings of every major timber in the ship. The types of timber, elm for the keel, oak for the frames and so on, were often specified for specific items and the following paragraph covered the rest:

That all the Timber and Plank shall be of the Growth of England, except the Plank of the Bottom under the light Draught of Water, which may be East Country Plank, provided it be good white Crown Plank, otherwise to be English Plank. All the Knees, Standards, Riders, Crutches, and Breast Hooks to have so full a faying of Spine against the respective Beams, Sides, Decks, Ceilings &c that the Bolts for fastening of each may not be naked when the Sap rots away, as has too frequently appeared, to the evident weakening of Ships formerly built in Merchants Yards, and has proved the principal Means of their too soon Decay; and also the whole Frame to be well grown, square edged, free from Sap, Shakes, and Defects; and that all the Plank of the Bottom, Sides, and Decks, shall be dry and well seasoned before it is wrought; and that all the Prussia Deals for the Decks, &c be good, yellow Wood, free from Sap, Shakes or Defects, and that no Sap shall be wrought in the Edges of them.

In addition to specifying the timber scantlings the contract also dealt with ironwork of all types; use of iron knees, size and numbers of bolts, eyebolts, swivels, ringbolts etc. In general it stated that 'All the Iron Work shall be wrought out of the best sort of Orgrounds Iron, not burnt, or hurt in working; all the Bolts to be clenched or belayed, as shall be directed; those to the Iron Knees and Standards to be drove through them into the Transoms, Beams, or Timbers, and all clenched on Rings let into the Wood.'

Construction followed the normal pattern for the period and the outboard appearance was typical of ships in the first part of the last decade of the eighteenth century, a period regarded by many as being the zenith of the development of the sailing warship. The garish top-heavy sterns of the late seventeenth and early eighteenth centuries had long since disappeared, while the open rails of the quarterdeck, although berthed up, still retained their elegant serpentine curves at the forward end, a feature they were soon to lose. In fact only the first six ships of the class had this feature; the last three were built with ugly square-cut bulwarks on the quarterdeck.

With the exception of a few of the very earliest ships all frigates had a shapely round bow, culminating in a lightly built head with a full-length figure, as opposed to the ugly beakhead bulkhead of the larger ships. *Diana* and her first five sisters were amongst the last ships, other than First Rates, to have a full-length figure, as the Admiralty issued an order in 1796 abolishing the fitting of new ones in Second Rates and below. The last three ships of the class were fitted with the scroll head that the Admiralty decreed should replace the figure. Such was the outcry against this austerity, however, that the Admiralty partly relented a few years later and allowed ships to have a bust instead – but the full-length figure for frigates had unfortunately gone forever.

Diana and all her sisters retained the open timberheaded forecastle of their predecessors which was to be replaced a few years later by the more utilitarian, but less aesthetically pleasing, built-up square bulwarks of the nineteenth century. They also had a feature in common with all of Sir John Henslow's ships, which no other frigates had, in that they had four head timbers instead of the more usual three.

The ship's bottom was payed with 'Tar boiled to a strong resistance, or as shall be directed' and the sides were painted from the wales upwards with 'three good Coats of Paint, the last Coat to be of a yellow cast.' The great cabin, steerage, all the cabins, rails, stanchions, ladders, gratings, gangways, bulkheads, capstans, upper deck beams and knees were also given three coats of paint 'and all Work in Wake of them, and without Board for finishing and compleating the Hull of the said Ship, shall be done in a workmanlike Manner, equal in all Respects to those of His Majesty's Ships of the like Quality in the King's Yards.'

Eleven months after building was started, on 3 March 1794, *Diana* was launched and towed the short distance downstream to the Royal Dockyard at Deptford where she was to be fitted out. She was docked the next day, her bottom was coppered, and she returned to the water on 13 March. Her progress from then onwards can be summarised by extracts from the Master's log, with comments in brackets.

April 14	Lt England commissioned the ship [he was the first lieutenant; the captain, Johnathon Faulknor, had yet to join]
22	Riggers began by contract
May 3	Riggers finished [13 days inclusive. They worked a seven-day week]
15	Blackened the yards. Received anchors
25	Received cables
29	Received sails. Painters onboard
June 7	Ran down the river at midnight to Gravesend
10	Received Gunner's stores and carronades
11	Received guns
12	Unmoored and ran for the Nore

The cost of the ship's masts and yards was £2675 and that of her rigging and stores a further £5528. An approximate breakdown of the latter figure can be obtained by taking average proportionate figures obtained from similar ships of the same period. These are:

	%	£
Rigging	26	1437
Sails	14	774
Anchors	8	442
Cables	14	774
Boatswain's stores	13	719
Carpenter's stores	13	1382

This brings the cost of building and fitting the ship for sea to £21,991 plus the cost of supplying the underwater copper fittings. To this must be added at least another £1000 for guns and the Gunner's stores, bringing the total cost to over £23,000.

RIGGING

Like all other frigates *Diana* was ship rigged. That is to say that she had three masts, all of which were square rigged. In 1794, when she was built, frigates' masts were composed of three parts: a lower mast, a topmast and a topgallant mast. Each of these components carried a yard at right angles to it and with the exception of the mizen mast each yard carried a sail. The yard on the mizen (lower) mast was known as the crossjack. Those on the main and fore (lower) masts were the main and fore yards respectively, their sails being the main sail, or main course, and the fore sail, or fore course. The yards on the topmasts were named after their sails, not after the masts, being the mizen, main and fore topsail yards. Those on the topgallant masts were known simply as the mizen, main and fore topgallant yards and carried mizen, main and fore topgallant sails.

All ships were supplied with topgallant masts of two or sometimes three lengths. The longest of these, the long pole head topgallant mast, was only rigged in fair weather and was long enough to carry an additional sail above the topgallant. Commonly called the royal, this sail was actually the topgallant royal and should not be confused with the true royal which was carried on a separate royal mast. Frigates in 1794 were not fitted with royal masts.

Topgallant royals were set flying: that is to say that the only running rigging that they had was a halliard. There were no braces or sheets, the clues of the sails being seized to the topgallant yardarms. True royals, on their own masts, were fully rigged in the same way that the topgallants were.

Diana, when first rigged, carried one other square sail. This was the spritsail, which was carried on a yard slung under the bowsprit. Added to the courses, topsails, topgallants and topgallant royals this brought the total number of square sails to twelve. The courses had two reef bands and the mizen topsail three but the main and fore topsails would have had the four bands laid down by the Admiralty Order of 4 November 1788.

The main and fore courses, topsails and topgallants could be extended by means of studding sails on either side. Studding sails were never fitted on the mizen. The mizen however carried a large fore and aft sail, known as a driver, spread between a gaff and a boom and in the words of the authorising Admiralty Order 'in the form of a brig's mainsail'. A mizen staysail, mizen topmast staysail and a mizen topgallant staysail were carried between the mizen and main masts, although in practice the last named was seldom used. Between the main and foremasts the staysails carried were the main staysail, main topmast staysail, middle staysail and main topgallant staysail, whilst ahead of the foremast were the fore staysail, fore topmast staysail and jib. Storm main and fore staysails were also provided so that a full suit of sails, when first commissioned, consisted of twelve square sails, twelve studding sails and thirteen fore and aft sails; a total of thirty-seven, not including spares.

This total was not to last for long, however. On 18 August 1794 a Navy Board warrant authorised the introduction of a flying jib and its associated flying jibboom. Further additions to the sail plan followed, together with alterations to the rigging – some official, some not. In September the logs mention a spanker. As the names spanker and driver were both used indiscriminately when referring to the driver it is difficult to establish when the loose-footed spanker was actually acquired. The Master's log suggests that it had been in existence from the very beginning. In June 1795 it records the use of a spritsail topsail yard as a replacement for a damaged main topgallant yard, but there is no mention of actually using a spritsail topsail at this period. In January 1796 *Diana*'s fore mast was moved 4 inches aft, possibly as a counter to the flying jib. Strangely, two of her sisters, *Jason* and *Diamond*, had their fore

masts moved forward 6¼ inches the following year, the year that the Admiralty authorised the issue of main trysails and gaffs.

The first mention of royal masts being fitted that has been found is dated 13 February 1808. They must have existed before that, however, because in August 1806 *Diana* was setting not only royals but skyscrapers, which upsets the commonly held view that they were introduced by the Americans in the War of 1812. (Skyscrapers were set flying above royals, on the royal mast, just as the topgallant royals had been set flying above topgallants when the ship first commissioned.) At the same time she also set a spritsail topsail, obsolete by then, together with two sails which officially did not exist: a gaff topsail and a crossjack, both of which are associated with the clipper sail era rather than with the Napoleonic Wars. There is also mention of an inner jib in 1806 but this may well have been a change of name for the fore topmast staysail, rather than being an additional sail.

Main lower studding sails had officially been abolished by an Admiralty Order in 1801. By 1807 royal studding sails and an upper main staysail were being carried, bringing *Diana*'s unofficial outfit to at least forty-nine, plus spares.

The mast and spar dimensions of the ship, as first fitted, are listed in Tables 4 and 5. Table 6 lists the probable belaying points at the same time.

ARMAMENT

The standard main armament of a 38-gun frigate consisted of twenty-eight 18-pounder carriage guns on one deck, the upper deck. *Diana* was no exception to this and she carried these guns throughout her career. They were mounted on standard carriages and the only way that they differed from the usual 18-pounder gun of the period was that, in common with the guns carried by all the 38-gun ships of the period, they were only 8 feet long. The reason why the 38-gun ships carried 8-foot guns when the standard 18-pounder was 9 feet long is straightforward. It was a matter of weight. The early 38s were virtually no bigger than contemporary 36s; in fact the 36-gun *Melampus* was actually a sister ship of the first 38s, the *Minervas*. *Melampus* was able to carry twenty-six 9-foot guns satisfactorily; *Minerva* was only able to carry two extra guns because the weight of twenty-eight short guns was virtually the same as the weight of twenty-six long ones.

The original design for *Diana* and her sisters called for eight 9-pounder carriage guns on the quarterdeck, with a further two on the forecastle. The quarterdeck guns were to be 7 feet long; the forecastle ones, being chase guns, 6 inches longer to give them extra range. These were standard guns, on standard carriages and all the ships of the class carried them when first built.

The carronade armament was more complex. Although these close-range weapons had been established in the Navy as early as 1779 both the 'proposed' and the 'for building' draughts for the *Artois* class made no provision for them. The Navy Board copy of the contract for the class, which is on a standard printed form, has the sizes of the carronade ports overwritten on it and yet still specifies details of the stocks for the swivel guns that the carronades superseded.

An Admiralty Order of 25 November 1782 specified 24-pounder carronades for 38-gun ships in lieu of 18-pounders, but there is no evidence to show that this was ever put into effect. The fact that hostilities ended two months later probably accounts for this. When the Revolutionary War broke out in 1793 *Minerva* was ordered to fit 18-pounders and this was the weight of metal fitted to the ships of the *Artois* class when first built. They carried four carronades on the quarterdeck and two on the forecastle.

TABLE 4: MAST DIMENSIONS

Mast	Overall		Head		Long pole head		Proper pole head		Stump pole head		Diam
	ft	in	ft	in	ft	in	ft	in	ft	in	in
Main	92	6	12	10							27 $\frac{3}{4}$
Main topmast	55	6	6	2							16 $\frac{1}{2}$
Main topgallant	27	9			16	8	10	9 $\frac{1}{2}$	2	8 $\frac{1}{2}$	9 $\frac{1}{4}$
Fore	82	3	11	5							24 $\frac{3}{8}$
Fore topmast	49	4	5	5 $\frac{3}{4}$							16 $\frac{1}{2}$
Fore topgallant	24	8			14	10	9	7	2	5	8 $\frac{1}{4}$
Mizen	79	3 $\frac{1}{2}$	8	9 $\frac{3}{4}$							18 $\frac{1}{2}$
Mizen topmast	41	7 $\frac{1}{2}$	4	0 $\frac{1}{2}$							11 $\frac{1}{2}$
Mizen topgallant	20	9 $\frac{3}{4}$			12	6 $\frac{1}{2}$	8	1	2	0	7
Bowsprit	55	6									27 $\frac{3}{4}$
Jibboom	39	7 $\frac{1}{2}$									11 $\frac{1}{2}$

TABLE 5: SPAR DIMENSIONS

Spar	Length		Diam
	ft	in	
Main yard	82	3	19 $\frac{1}{2}$
Main topsail yard	58	9	12 $\frac{1}{2}$
Main topgallant yard	35	3	7
Main royal yard	29	5	6 $\frac{3}{8}$
Fore yard	72	0	16 $\frac{1}{2}$
Fore topsail yard	51	5	10 $\frac{1}{2}$
Fore topgallant yard	30	10	6 $\frac{1}{2}$
Fore royal yard	25	9	5 $\frac{3}{8}$
Crossjack	51	5	10 $\frac{1}{2}$
Mizen topsail yard	39	2	8 $\frac{1}{2}$
Mizen topgallant yard	23	6	4 $\frac{3}{4}$
Mizen royal yard	19	7	4 $\frac{1}{8}$
Spritsail yard	51	5	10 $\frac{1}{2}$
Driver boom	58	9	10 $\frac{1}{2}$
Driver gaff	36	9	10 $\frac{1}{2}$
Main lower studding sail boom	45	8	9 $\frac{1}{2}$
Main topmast studding sail boom	29	4 $\frac{1}{2}$	8 $\frac{1}{4}$
Main topgallant studding sail boom	17	7 $\frac{1}{2}$	6
Fore lower studding sail boom	45	8	9 $\frac{1}{2}$
Fore topmast studding sail boom	36	0	7 $\frac{1}{4}$
Fore topgallant studding sail	25	9	5 $\frac{1}{4}$
Main lower studding sail yard	26	1	5 $\frac{1}{4}$
Main topmast studding sail yard	16	9 $\frac{1}{2}$	4 $\frac{1}{4}$
Main topgallant studding sail yard	10	8 $\frac{1}{2}$	3
Fore lower studding sail yard	45	8	9 $\frac{1}{2}$
Fore topmast studding sail yard	20	7	4 $\frac{1}{4}$
Fore topgallant studding sail yard	14	9	3
Ensign staff	35	10	6
Jack staff	15	5	2 $\frac{1}{2}$

The Admiralty promulgated a compulsory establishment of carronades on 19 November 1794, which laid down that 38-gun ships were to carry six 32-pounders on the quarterdeck with a further two on the forecastle. For the first time ships were to lose carriage guns to make room for them. *Diana* received 32-pounders on 23 February 1795 in place of her 18-pounders, but as she was only given six, not eight, she did not lose any of her 9-pounders. A further two 32-pounders were acquired later on and although circumstantial evidence suggests that no 9-pounders were given up in exchange it is not possible to confirm this. Although it has not been possible to establish the exact

date when this addition was made, the most likely time would have been during the 1796 refit.

On 12 December 1799 the Admiralty ordered that all frigates, on refitting, were to have the carriage guns on their quarterdecks and forecastles replaced by carronades, with the exception of two, which were to be retained as chase guns. As a result of this *Diana*'s quarterdeck armament became twelve 32-pounder carronades and her forecastle armament became two 32-pounder carronades and two 9-pounder carriage guns. The most likely date for this to have taken place would have been during the 1801 refit.

This was probably the last change in the ship's armament, although a manuscript Navy List dated 1816 states that her forecastle carronades were 24-pounders. This is probably a clerical error. It was also out of date because *Diana* had been sold to the Dutch in 1815. However as she went into Ordinary in 1812 to await a 'very large repair' it is just possible that lighter weapons had been fitted prior to this, in order to reduce the strain on what by then was a very tired structure. It is very unlikely though, as the difference in weight between a 24- and 32-pounder carronade was only 2 $\frac{3}{4}$ hundredweight.

SERVICE HISTORY

First Commission (Captain Johnathon Faulknor – 19 April 1794 to 28 March 1799)

13 June 1794: 6 $\frac{1}{2}$ weeks at the Nore working-up, and completing her crew.

27 July: sailed for the Downs. Joined there by sister ship *Artois*.

31 July: proceeded down Channel to join Sir John Warren's frigate squadron on the Irish station to help patrol south western approaches to the Channel, from southern Ireland to the French coast.

8 August: Plymouth harbour with *Diamond* and on 13th joined *Artois* at Falmouth.

15 August: joined Sir John Warren off Lizard, with rest of squadron.

23 August: fired first shot in anger – with her sisters and *Santa Margarita* drove French 36-gun ship *Volontaire* ashore on Penmarck rocks and her two consorts ashore further along the coast.

27 August: with the squadron recaptured two merchant vessels making for France.

September: with consorts from Sir Edward Pellew's squadron recaptured Swedish brig *Haesingland* and French cutter *La Quartidi*.

November–December: damaged by bad weather whilst on patrol.

23 January 1795: lost fore topmast and backstays and put into Scilly Isles for repairs.

End January: Plymouth Harbour 'making good defects' caused by bad weather on patrol in previous months.

February–June: almost continually at sea on Irish station.

25 June: Cork harbour for a month's repair work.

August: highlight of career. With sister ship *Seahorse* and frigate *Unicorn* captured Dutch East Indiaman *Cromhout*, another merchant ship *Hustelderck*, and their escort *Komeet*. £46,900 prize money from *Cromhout* alone.

7 December: after seven weeks' repairs at Spithead, sailed with convoy for Cork.

Late 1795 – May 1796: patrols in Irish waters. Was one of squadron which captured French cutter *L'Abeille* in May.

June: refit at Portsmouth

August: accompanied by *Seahorse* and *Cerberus* captured French privateer brig *L'Indemnite*, west of Finisterre.

Early November: shared in capture of French privateer *Le Franklin* – last event of note in 1796.

January – mid-May 1797: apart from spells in Cork, patrolled Western Approaches.

22–29 May: to Dungeness with convoy, captured 2 French fishing boats on way back.

June–July: at anchor in Spithead.

August: week at Weymouth as part of escort for the King.

September: with *Cerberus* captured privateer cutter *Le Neptun*, recaptured the merchant prize *Albion*; and *Kangeroo* captured privateers *Graff Bernstoff* and *San Norberto*, and on her own took the French privateer *L'Hibustion*

TABLE 6: BELAYING POINTS

Location (the letters used are those in drawings F5/10-12 with additions)

A - Taffarel	N - Fore mast
B - Mizzen topsail sheet bitts	O - Fore topsail sheet bitts
C - Mizzen mast	P - Breasthook pin rail
D - Fore brace bitts	Q - Upper deck in the waist
E - Quarterdeck breast rail	R - See remarks column
F - Main mast	S - Mizzen channel
G - After skid beam	T - Main channel
H - Main jeer bitts	U - Fore channel
I - Main topsail sheet bitts	V - Mizzen pin rail
J - Forward skid beams	W - Main pin rail
K - Forecastle breast rail	X - Fore shrouds
L - Belfry	Y - Gangway
M - Fore jeer bitts	Z - Forecastle

Side

L - Larboard side only
B - Both sides

Type

B - Kevel block
C - Cleat
H - Knighthead
I - Iron pin
K - Keval cleat
R - Range cleat
S - Shroud cleat
T - Timberhead
W - Wooden pin
X - As convenient

No	Item	Locn	Side	Type	Remarks
Crossjack					
1	Truss pendant	C	L	C	Starboard brace belays on larboard side and vice versa
2	Nave line	B	B	—	
3	Braces	W	B	W	
4	Lifts	V	B	W	
Main course					
5	Truss pendants	F	B	C	Quarterdeck Abreast mast
6	Nave line	F	—	C	
7	Jeers	H	B	—	
8	Outer tricing lines	W	B	W	
9	Inner tricing lines	W	B	W	Quarterdeck
10	Braces	R	B	R	
11	Lifts	R	B	B	
12	Leech lines	E	B	—	
13	Bunt lines	K	B	—	Quarterdeck
14	Clue garnets	I	B	—	
15	Sheets	R	B	R	
16	Tacks	Q	B	R	
17	Bowlines	Z	B	B	Cathead
18	Slablins	I	B	—	
Fore course					
19	Truss pendants	N	B	C	Abreast mast
20	Nave line	N	—	C	
21	Jeers	M	B	—	
22	Outer tricing lines	X	B	C	
23	Inner tricing lines	X	B	C	Abreast mast
24	Braces	D	B	—	
25	Lifts	R	B	B	
26	Leech lines	K	B	—	
27	Bunt lines	K	B	—	Cathead
28	Clue garnets	O	B	—	
29	Sheets	Q	B	R	
30	Tacks	R	B	C	
31	Bowlines	O	B	—	Cathead
32	Slablins	O	B	—	

Mizzen topsail

33	Lifts	V	B	W	Quarterdeck
34	Halliard	R	S	B	

No	Item	Locn	Side	Type	Remarks
35	Braces	A	B	C	With 38 - bunt lines
36	Clue lines	V	B	W	
37	Reef tackles	B	B	—	
38	Bunt lines	V	B	W	With 36 - clue lines Starboard bowline belays on larboard side and vice versa
39	Bowlines	W	B	W	
40	Sheets	B	B	—	
<i>Main topsail</i>					
41	Lifts	E	B	—	Quarterdeck
42	Halliards	R	B	B	
43	Braces	B	B	—	
44	Clue lines	E	B	—	Quarterdeck
45	Reef tackles	E	B	—	
46	Bunt lines	E	B	—	
47	Bowlines	M	B	—	Quarterdeck
48	Sheets	I	B	—	

Fore topsail

49	Lifts	X	B	S	Quarterdeck
50	Halliards	Z	B	B	
51	Braces	J	B	I	
52	Clue lines	X	B	S	Quarterdeck
53	Reef tackles	M	B	—	
54	Bunt lines	X	B	S	
55	Bowlines	O	B	—	Quarterdeck
56	Sheets	O	B	—	

Mizzen topgallant sail

57	Lifts	R	B	—	Shroud in mizen top
58	Halliards	B	L	—	
59	Braces	A	B	C	
60	Clue lines	R	B	S	Mizen shrouds
61	Bowlines	D	B	—	
62	Sheets	B	B	—	

Main topgallant sail

63	Lifts	R	B	—	Shroud in main top
64	Halliards	D	L	—	
65	Braces	V	B	W	
66	Clue lines	E	B	—	Shroud in main top
67	Bowlines	M	B	—	
68	Sheets	E	B	—	

Fore topgallant sail

69	Lifts	R	B	—	Shroud in fore top
70	Halliards	M	B	—	
71	Braces	L	B	C	
72	Clue lines	X	B	S	Shroud in fore top
73	Bowlines	O	B	—	
74	Sheets	M	B	—	

Spritsail

75	Braces	K	B	—	Shroud in fore top
76	Lifts	P	B	W	
77	Bunt lines	P	B	W	
78	Clue lines	P	B	W	Shroud in fore top
79	Sheets	Q	B	C	

Driver

80	Throat halliard	R	S	C	Quarterdeck bulwark
81	Peak halliard	R	L	C	
82	Vangs	A	B	C	Quarterdeck bulwark
83	Boom sheet	R	—	C	
84	Guys	A	B	C	Quarterdeck middle line Taffarel fife rail
85	Topping lifts	C	B	C	
86	Peak brails	R	B	C	Quarterdeck bulwark Mizen shrouds
87	Middle brails	R	B	S	
88	Throat brails	C	B	C	Quarterdeck bulwark
89	Foot brails	C	B	C	
90	Sheet	R	—	C	Driver boom

No	Item	Locn	Side	Type	Remarks	No	Item	Locn	Side	Type	Remarks
<i>Mizen staysail</i>						132	Downhauler	R	—	—	Fore top rail
91	Halliard	B	S	—		133	Sheets	G	B	I	
92	Downhauler	D	S	—		134	Tacks	R	B	X	Fore top
93	Sheets	V	B	W		<i>Main studding sail</i>					
94	Brails	D	B	—		135	Topping lift	W	B	W	
<i>Main staysail</i>						136	Fore guy	Y	B	C	
95	Halliard	W	S	W		137	After guy	S	B	X	
96	Downhauler	M	S	—		138	Martingale	T	B	X	
97	Sheets	W	B	W		139	Outer halliard	W	B	W	
<i>Fore staysail</i>						140	Inner halliard	W	B	W	
98	Halliard	X	S	S		141	Fore tack	Q	B	C	
99	Downhauler	P	S	W		142	After tack	S	B	X	
100	Sheets	Z	B	T		143	Fore sheet	W	B	W	
<i>Mizen topmast staysail</i>						144	After sheet	W	B	W	
101	Halliard	B	L	—		<i>Fore studding sail</i>					
102	Downhauler	D	L	—		145	Topping lift	X	B	—	
103	Sheets	V	B	W		146	Fore guy	Z	B	T	
104	Tacks	W	B	W		147	After guy	T	B	X	
<i>Main topmast staysail</i>						148	Martingale	U	B	X	
105	Halliard	W	L	W		149	Outer halliard	X	B	—	
106	Downhauler	M	L	—		150	Inner halliard	X	B	—	
107	Sheets	G	B	I		151	Fore tack	Z	B	H	
108	Tacks	X	B	S		152	After tack	Q	B	C	
109	Brails	M	B	—		153	Fore sheet	X	B	—	
<i>Fore topmast staysail</i>						154	After sheet	X	B	—	
110	Stay	M	L	—		<i>Main topmast studding sail</i>					
111	Halliard	X	L	S		155	Topping lift	W	B	W	
112	Downhauler	P	L	W		156	Brace	S	B	X	
113	Sheets	Z	B	T		157	Halliard	W	B	W	
114	Outhauler	P	L	W		158	Tack	S	B	X	
<i>Middle staysail</i>						159	Fore sheet	W	B	W	
115	Stay	D	S	—		160	After sheet	W	B	W	
116	Halliard	W	S	W		161	Downhauler	J	B	I	
117	Downhauler	M	S	—		<i>Fore topmast studding sail</i>					
118	Sheets	G	B	I		162	Topping lift	X	B	—	
119	Tacks	R	B	X	Fore top	163	Brace	Y	B	C	
120	Tricing line	R	—	X	Fore top	164	Halliard	X	B	—	
<i>Jib</i>						165	Tack	Y	B	C	
121	Stay	M	S	—		166	Fore sheet	X	B	—	
122	Halliard	X	S	S		167	After sheet	X	B	—	
123	Downhauler	P	L	W		168	Downhauler	Z	B	T	
124	Sheets	Z	B	T		<i>Main topgallant studding sail</i>					
125	Inhauler	P	S	W		169	Halliard	R	B	—	Main top rail
126	Outhauler	P	S	W		170	Tack	S	B	X	
<i>Mizen topgallant staysail</i>						171	Fore sheet	R	B	—	Main topsail yard
127	Halliard	B	S	—		172	After sheet	R	B	—	Shroud in main top
128	Downhauler	R	—	—	Main top rail	<i>Fore topgallant studding sail</i>					
129	Sheets	V	B	W		173	Halliard	R	B	—	Fore top rail
130	Tacks	R	B	X	Main top	174	Tack	T	B	X	
<i>Main topgallant staysail</i>						175	Fore sheet	R	B	—	Fore topsail yard
131	Halliard	W	L	W		176	After sheet	R	B	—	Shroud in fore top

Note: The numbers used are those in drawings F5/10–12.

October: captured French privateer *Le Filibustier*.

December: captured *La Manche* in company with *Shannon*.

2 February – early April 1798: refit at Portsmouth.

21 April: arrived off Ushant.

21 May: ventured into harbour at Brest with *Triton* and counted no less than 14 ships of the line and 12 frigates trapped by the British blockade.

11 July – end September: at sea on Irish Station.

1–17 October: at Cork. A week later, back at sea she took her only prize for the year, *Dunkfelt*.

7 November: Milford Haven for repairs.

21 November: arrived back at Cork for 6 weeks.

4 January – 8 February 1799: first patrol of the year on Irish station.

6 March: reached Scilly Isles with convoy from Cork.

28 March: moored off Southsea Castle where Captain Fraser relieved Captain Faulkner.

Second Commission (Captain Alexander Fraser – 29 March 1799 to 11 June 1800; Lieutenant Nott – 12 June 1800 to 12 July 1800; Captain John Poo Beresford – 13 July 1800 to 21 October 1801)

30 March: Portsmouth Dockyard for 2½ month refit, followed by working-up in Spithead.

6 September: sailed as part of an escort for a convoy bound for the West Indies where she was to spend two years on local convoys and patrolling amongst the islands, mainly intercepting and examining small craft engaged in fishing or inter-island trade.

11 November: Left Carlisle Bay with those ships which were not staying at Barbadoes. Worked her way to the Leeward Islands dropping off ships on the way.

26 November: Left St Kitts and was almost continually at sea for the rest of the year.

January – May 1800: constant patrolling of the West Indies – mostly uneventful.

12 May: recaptured an American schooner; **16 May** recaptured an American sloop and on **17 May** captured the privateer *La Medie* which had taken the former vessels.

12 June: Lieutenant Nott acting captain, relieving Captain Fraser who, like many of the crew, had yellow fever and had been invalidated home.

25 June: recaptured American brig *William of Baltimore* and four days later the privateer *L'Industrie*.

13 July: John Poo Beresford replaced Lt Nott. Patrols continued in same pattern into early 1801.

28 February 1801: took French privateer *Le Triumphant*.

5 March: took unarmed schooner.

8 March: with *Amphitrite* sent boats inshore to cut out two launches and a ship from under the guns of St Jago and on **11 March** captured Spanish brig *Actaeon*.

28 March: anchored off Danish island St Thomas's and fired on the Grand Battery, which struck its colours. Rear Admiral Duckworth's squadron sent in flag of truce. St Thomas's, St Johns and several smaller islands surrendered **29 March**.

May onwards: resumed patrolling.

1 August: sailed for Britain with convoy of 190 ships

25 September: anchored in Spithead having delivered convoy to the Downs.

2 October: Portsmouth for refit and re-coppering, new main and mizen mast.

Third Commission (Captain Thomas James Maling – 22 October 1801 to 28 October 1807)

12 October: declaration of end of hostilities with France.

15 December: sailed for Mediterranean.

27 January 1802: sailed from Malta with *Northumberland* and *Bonne Citoyenne*

9 February – 19 April: at anchor in Corfu Roads.

29 April: peace proclaimed in London.

21 April: two months at Malta.

5 July: sailed for Naples, then back to Malta before sailing eastwards.

2 September: reached Smyrna Bay. Spent two months cruising amongst Greek islands, returning to Smyrna at end of October.

10 November: Constantinople and then up the Bosphorus.

28 November– 7 January 1803: Beukdryh (Buyükdere)

16 January: Lord Elgin's baggage and horses embarked at Constantinople. He embarked on 17th and *Diana* sailed for home.

18 May: hostilities recommenced with France.

3 June: arrived at Spithead towing the French brig *L'Euphrosyne*, captured two days previously on her way up the Channel.

4 July: Two-week cruise in the Channel; intercepted two ships on passage from America to Germany.

4 August: escorted homecoming convoy of 22 ships from Lisbon.

26 September: reached the Downs, having captured Spanish ship and French brig *Le Jean Marie*. Escorted another convoy up the Channel to the Downs.

4 December: sailed from St Helens with convoy to Lisbon and the Mediterranean.

21 January 1804: Reached Gibraltar and spent a month in vicinity intercepting coastal shipping.

24 February: left Gibraltar with homeward bound convoy, losing one ship, which had sprung a leak, on the way.

8 April – 9 June: repairs and re-coppering at Portsmouth.

21 June: sailed for Cork to collect convoy for the West Indies.

24 July: left Madeira with enlarged convoy and 3 more escorts: *Beaulieu*, *Bacchante* and *Kingfisher*.

6 September: arrived Port Royal, Jamaica.

13 September: first cruise of many in West Indies, eastwards along coast of St Domingo, south to Dutch islands off South America. During this time captured Spanish schooner and brig and with *Echo* accepted the surrender of the island of Aruba.

20 November: returned to Port Royal with captured sloop and four other prizes.

6 December: sailed with *Suffisante*. The Spanish *Diligentia* surrendered on the 21st after being chased by *Diana* and *La Pique*.

January – March 1805: Island of Aruba as base. Took numerous prizes and recaptured 3 American vessels.

April: fitting out at Port Royal.

28 April – 3 September: cruised westwards.

30 September – 21 October: after a month in harbour at Port Royal, sailed to north coast of Jamaica. Sent two prizes home to Falmouth.

2 November: to sea, heading for Britain with 24-ship convoy assisted by 18-gun brig sloop *Port Mahon*. Anchored in Port Antonio and joined by a further 17 ships and two more escorts *Bacchante* and *Wolf*.

23 February – 16 April 1806: refit at Portsmouth.

12 May: sailed from St Helen's with convoy for Gibraltar, collecting more ships, including *Richmond*, from Falmouth on the way, making a total of 60. On 24 May *Richmond* left with 9 ships for Oporto and on 29 May Lisbon portion of convoy departed.

8 June: squall carried away mizzen topmast and main topgallant yard two days into return passage to Spithead.

1 August: sailed from Cork to cruise in Atlantic with *Dryad* and *Princess Charlotte*.

26 September: severe storm in Atlantic snapped bowsprit which brought down fore mast, main and mizen topmasts. 9 killed and 25 injured in clearing wreckage. Turned back under jury rig, whilst repairs were made.

10 October: repairs at Portsmouth for 2½ months.

5 January 1807: convoy to Cork followed by several months in Channel approaches.

18 February: captured *Charlotte*.

15 March: quarter watch allowed ashore at Bear Island, but 15 deserted.

April: captured Guernsey smugglers *Dart* and *Eliza*.

30 April – 12 May: spell as Admiral Lord Gardner's flagship,; passage to Portsmouth.

27 May: sailed with two supernumeraries for Jamaica. Uneventful, except for grounding off Porto Rico.

7 July: sailed for Vera Cruz and by 27th had six prizes in company and one in tow.

2 August: anchored off Vera Cruz; sent boat ashore with flag of truce. Embarked 1273 boxes and 14 bags of dollars.

24 August – 19 October: passage home in company with *John* and *Thames*, uneventful.

Fourth Commission (Captain Charles Grant – 29 October 1807 to 11 April 1811)

30 October – 31 December: repairs and re-coppering at Portsmouth

January – April 1808: cruised independently off Biscay coast. 4 February took schooner off Cordovan Light. 6 February reconnoitred Basque Roads and captured two chasse-marées. End February captured galliot *Naphousan*.

March: successful month, took or destroyed 18 vessels.

27 April: Plymouth for repairs and stores.

18 May: departed for vicinity of Finistère. Uneventful patrolling until December, the only break being in July when she accompanied a convoy to Oporto.

17–31 January 1809: docked at Plymouth and then in Plymouth Sound.

12 March: sailed for South America with Rear Admiral the Honourable Michael de Courcy who was to relieve Sir Sidney Smith as Flag Officer, Brazil.
15 March: recaptured brig *Hayti*.
1 May: reached Rio de Janeiro. Sir Sidney embarked. Loaded bullion for three weeks.
21 June: Left Rio, accompanied by *Cheerly* and *Nancy*. Recaptured Spanish *Santa Francisco de Paulo*.
9 August: Anchored at Spithead. Admiral's flag struck, and on 11th the specie was discharged.
27 August: Sailed with *Nereus* and *Brilliant* to patrol coast between Boulogne and Dieppe.
5 October: Captain Grant temporarily superseded by Captain Cramer, probably due to illness. Channel patrol.
22 October: arrived at Flushing with 40 women for the army.
23 November: moored at Barcelen (Borsselen) upstream from Flushing for three weeks.
16 February 1810: sailed for Bay of the Seine. Continuous blockade for 12 months, for first 7 months broken only by monthly visits to Spithead.
12 November: *Diana* and *Niobe* intercepted two French frigates *L'Amazone* and *L'Elize* and drove them into La Hogue Roads. After bombardment by *Diana*, *Niobe*, *Donegal* and *Revenge*, *L'Elize* was hard aground and *L'Amazone* a complete wreck. *Diana* and *Niobe* remained in the vicinity for five weeks.
23–24 December: *Diana's* boats went in at night and set fire to *L'Elize*.
19 February – 6 April 1811: Plymouth for re-coppering and repairs.
Fifth commission (Captain William Ferris – 12 April 1811 to 2 May 1812)
20 May: arrived Biscay coast on last commission in Royal Navy. Two months as part of force blockading Rochefort.
21 July: put to sea. Five weeks beating back and forth in vicinity of Cordovan Light blockading upstream port of Bordeaux.
24 August: incident at mouth of Gironde, whilst in company with *Semiramis*, which resulted in retaking the former British brig *Teazer* and destroying the French brig *Le Pluvier*. Boats took many prizes. Remained on patrol off Cordovan Light.
15 September: Plymouth, repairs.
11 November: sailed for French blockade. Apart from brief return to Portsmouth remained on patrol off Ushant until end of March 1812.
2 May 1912 – 3 March 1813: end of career with Royal Navy. In Ordinary at Plymouth.
19 March: On slip at Blackburn for 'very large repair'.
30 May 1814: Britain and France signed peace treaty.
29 November: Left dock after coppering and fitted for sea.
7 March 1815: sold to Dutch Government for £36,796.
19 May: sailed from Portsmouth for the last time. Joined Dutch Navy in the Mediterranean.
27 August 1816: one of six frigates of Dutch squadron that combined with British fleet to take part in bombardment of Algiers.
Late 1816: returned to Netherlands.
1819 and 1826: back in Mediterranean.
10 November 1834: sailed to Dutch East Indies with Governor General Elect of East Indies.
December 1835: New Guinea.
April 1836: Key Islands.
5 August: Batavia to Texel, making record time for passage.
16 January 1839: destroyed by accidental fire in drydock at Willemsoord.

ADM/L series – Lieutenants' logs
 LOG/N/D/12 – Log, author unknown
 DOU/100 – Log, Midshipman Douglas
 ADM/168 series – Ships' contracts (ADM/168/149 – *Artois* class)
 AND 35 – Notebook 1793; illustrations and explanations related to shipbuilding
 SPB series – Miscellaneous documents concerning shipbuilding
 Admiralty Collection draughts

At the Public Record Office

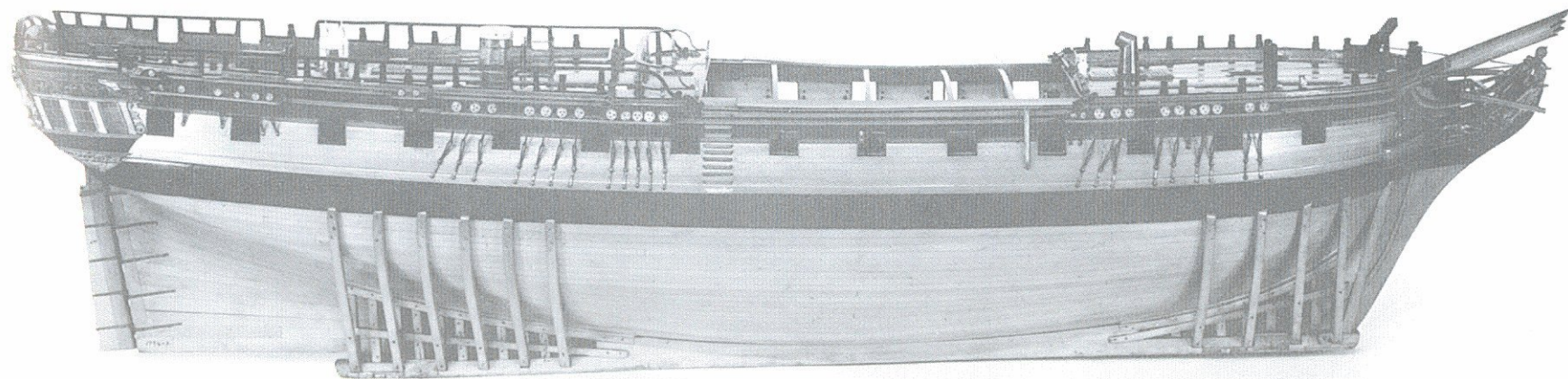
ADM/8 series – List books
 ADM/36 series – Ships' musters
 ADM/51 series – Captains' logs
 ADM/52 series – Masters' logs
 ADM/95 series – Controller's Office miscellanea (Navy Board warrants)
 ADM/106 series – Navy Board In letters (Standing orders to Dockyards and Surveyor's Office minutes)
 ADM/112 series – Contract ledgers
 ADM/180 series – Progress books

SOURCES

At the National Maritime Museum

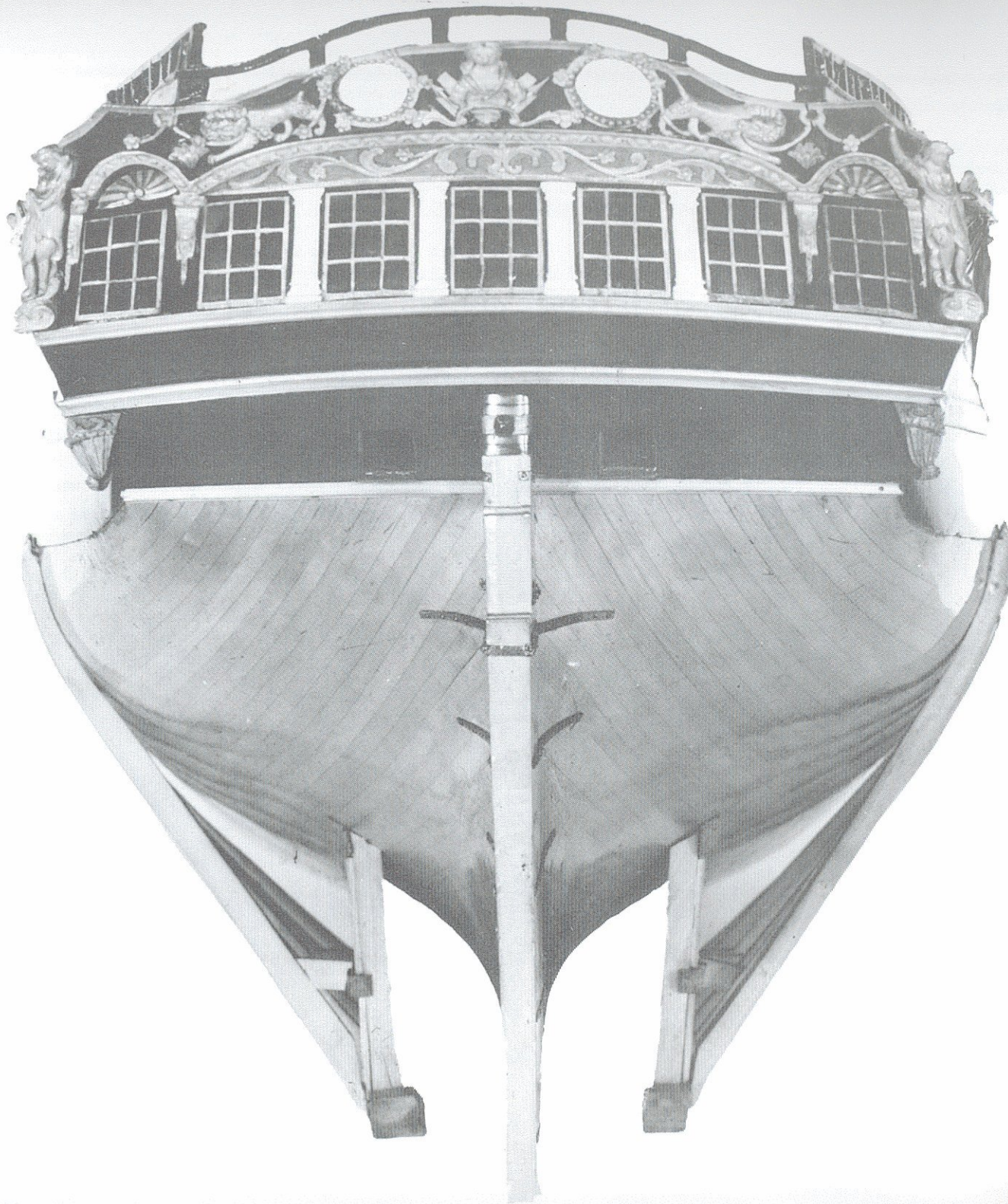
ADM/A series – Navy Board, In letters and orders
 ADM/B series – Admiralty, In letters

All the photographs are reproduced by courtesy of the National Maritime Museum, which has three models of *Diana*. Two of them, numbers 1794-2 and 1794-2a, are virtually identical and were undoubtedly built by the same hand. The third one, number 1794-3, differs in detail and shows signs of a different modelmaker. All these models are preliminary ones; they do not represent the ship as built.

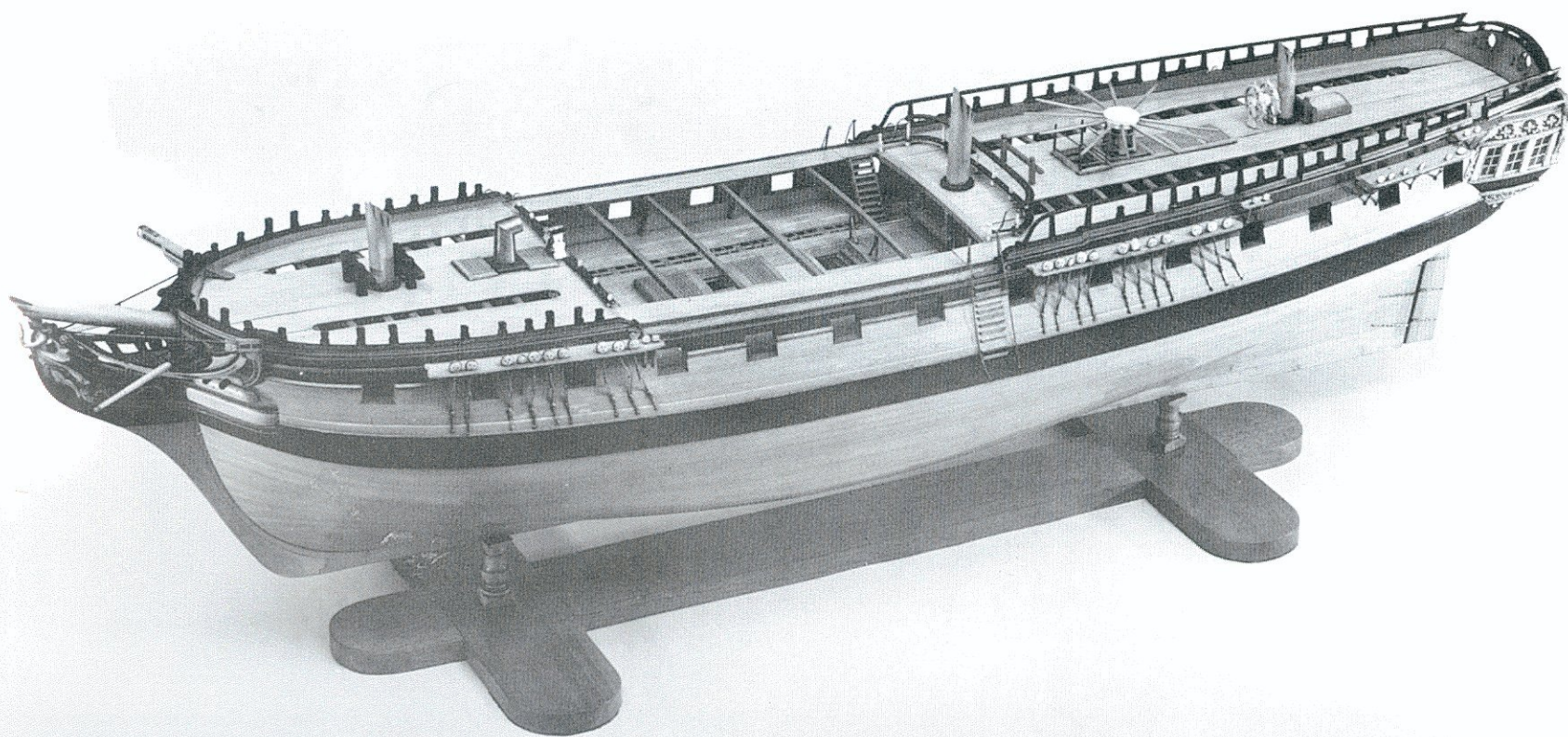


2. Model number 1794-2. The starboard side of the ship on her launching cradle. One of the principal differences between this model and 1794-2a is that this one has no riders.

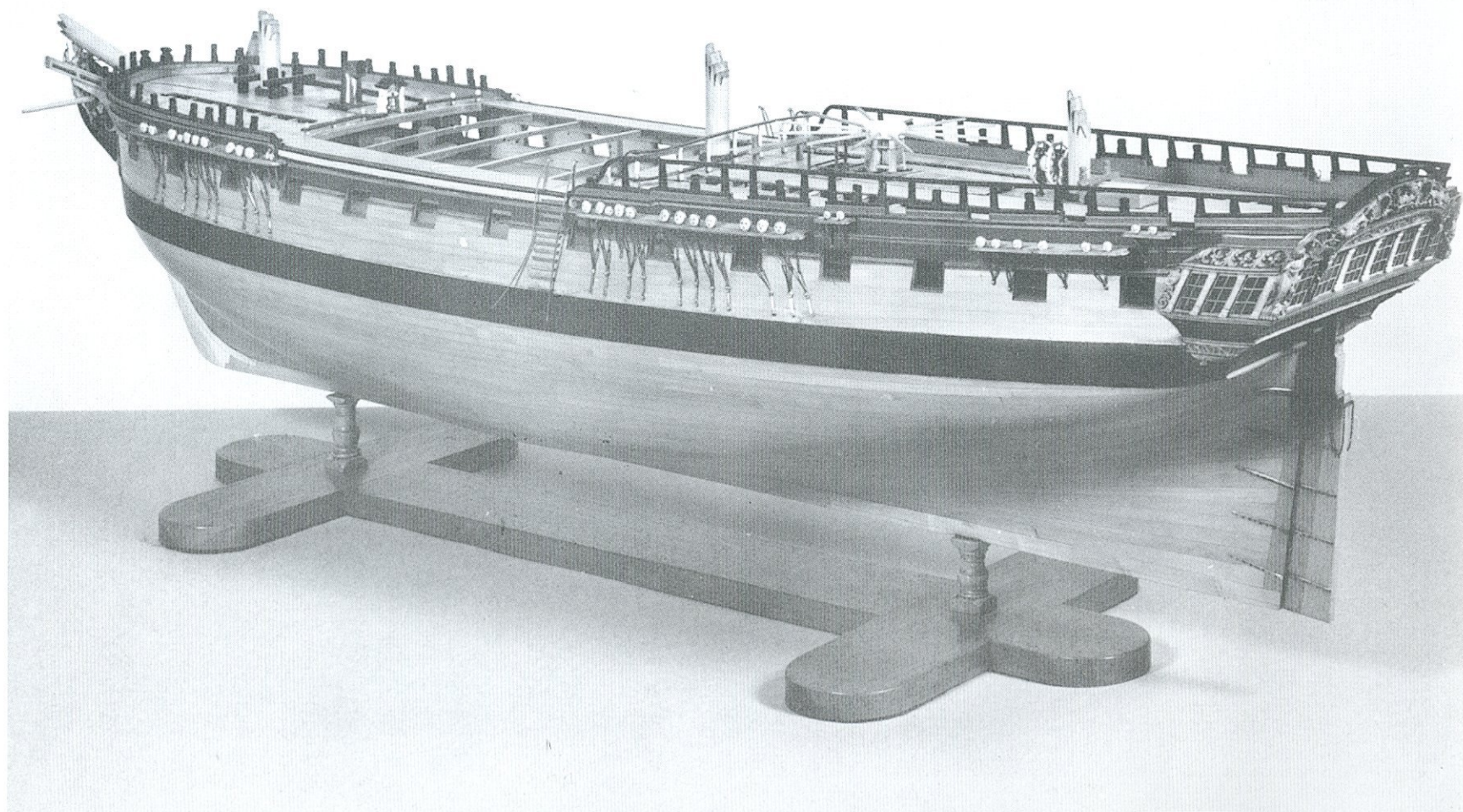
3. The stern of 1794-2 demonstrating the run of the hull planking. The decoration on the stern of this model is identical to that of 1794-2a but differs from the ship as built.



4. This overhead view of 1794-2a gives a good impression of the lines of the hull and the layout of the decks. The model lacks the chesstrees that can be seen on 1794-2.



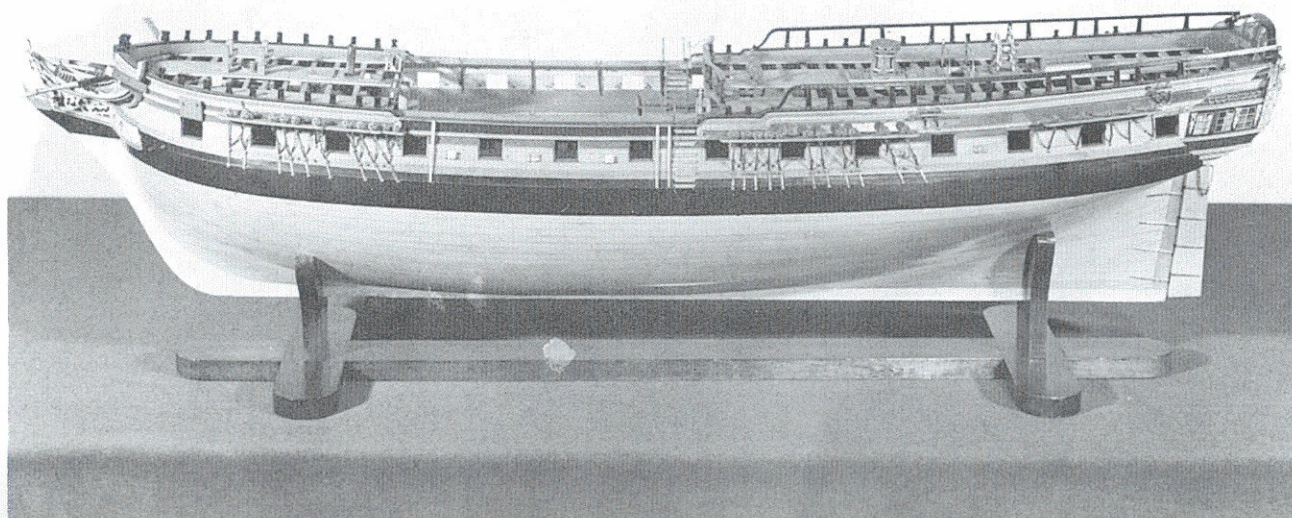
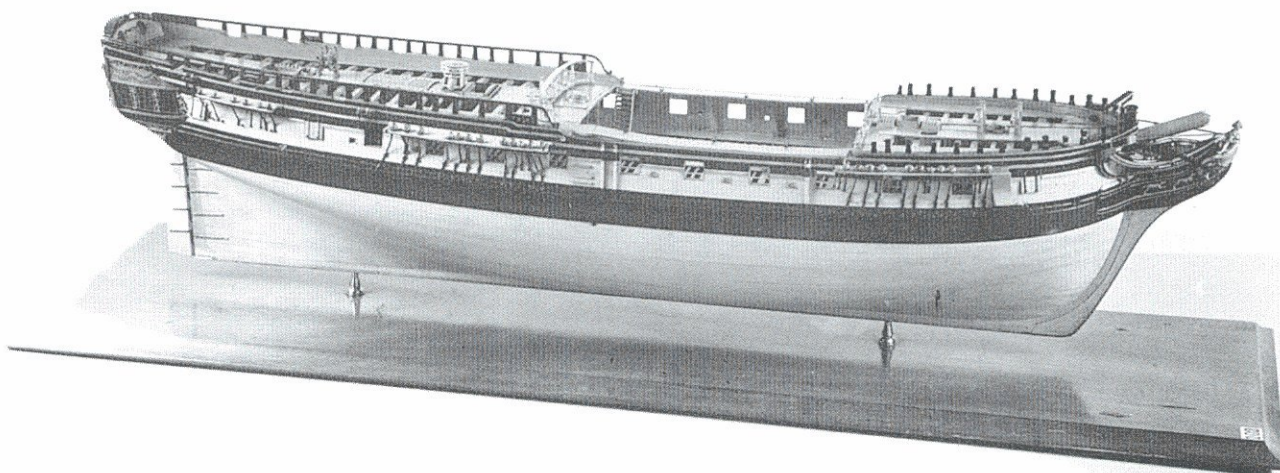
5. 1794-2a from the larboard quarter. This model is the only one to have rudder chains, gangway stanchions and entering ropes.



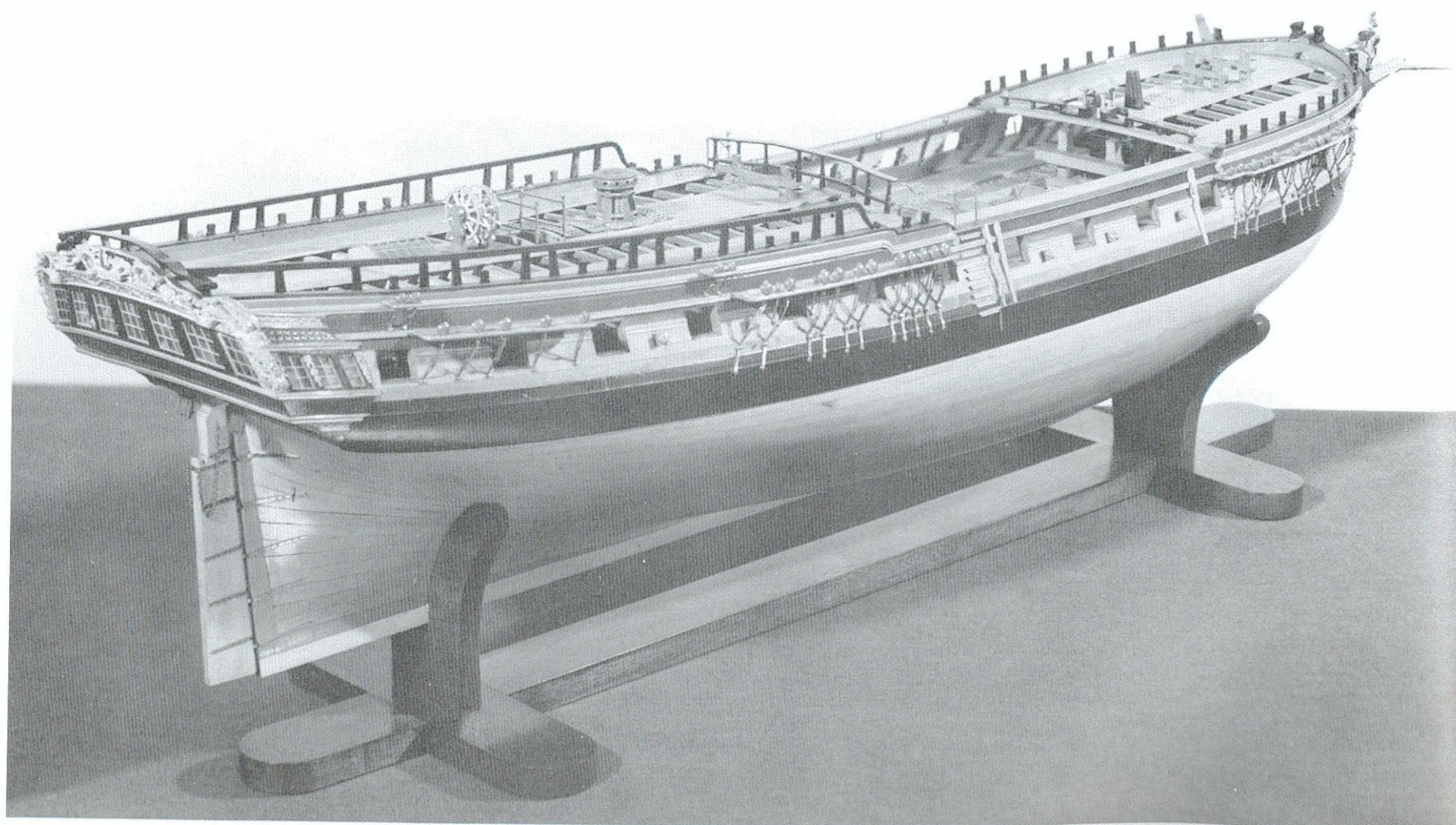
6. A broadside view of 1794-3. This model has far more detail than the other two. Amongst the more obvious items are gun port lids, oar ports, various eyebolts below the channels, fenders, bill board, leaded gripe and scuppers. The decoration on the quarter galleries and the two dogs on the trailboard are very similar to those on the ship as built.

Apart from two items this model is the nearest one to the actual ship as built. The first difference is in the curve of the gripe, which is much sharper than it is on the other models. The latter agree with the draughts. Secondly, it has crutches for temporary skid beams instead of having permanent ones, a feature long obsolete by the time that *Diana* was built. The most likely explanation for this is that the original design for the class followed close behind that of the *Minervas* of the early 1780s and that when the war ended in 1782 it was not pursued further. This model probably dates from then.

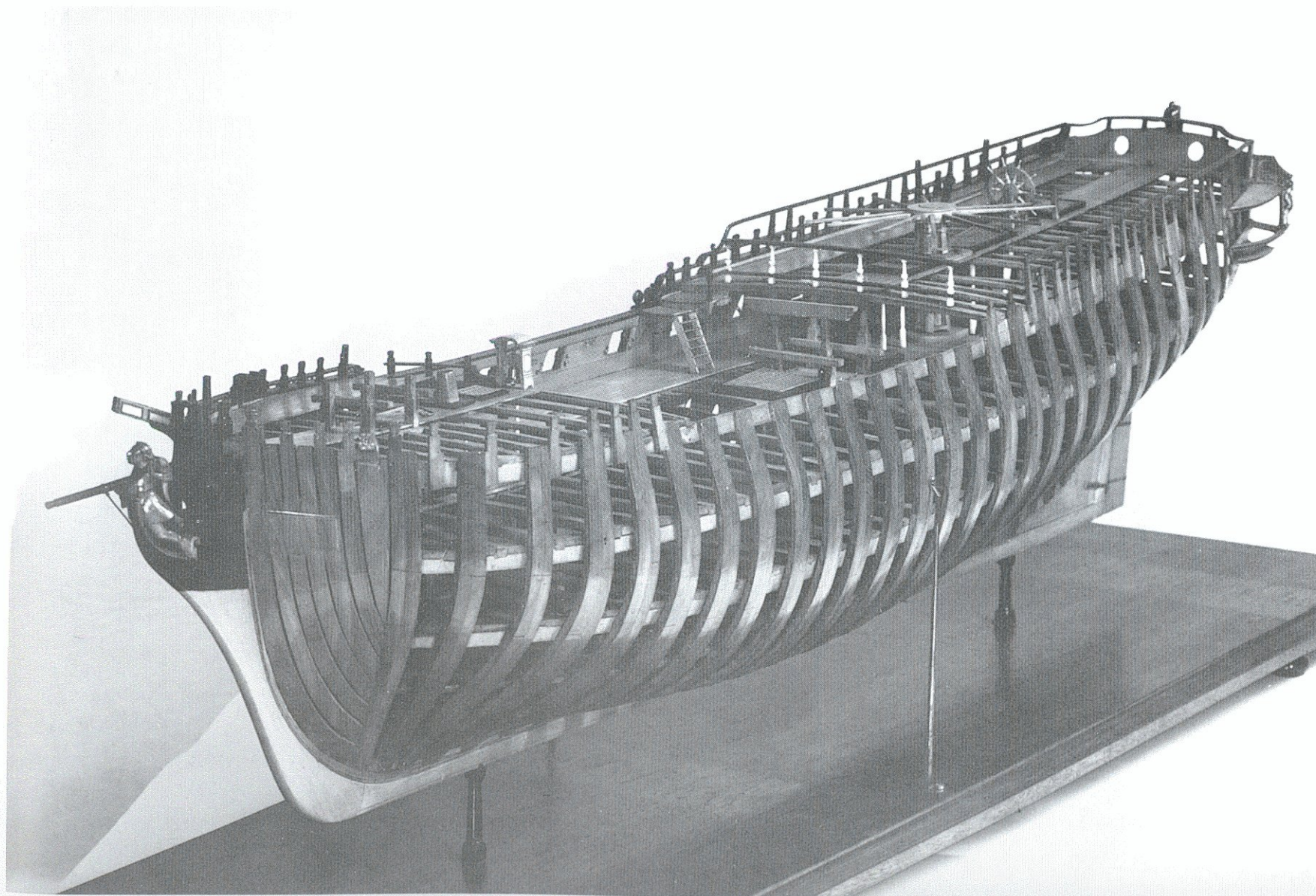
When the French Revolutionary War commenced in 1793 the design was resurrected and two further, more austere, models were made. One of them, 1794-2a, was made for the Surveyor, Sir John Henslow. It remained in the possession of the Henslow family until 1957, when Mrs E Henslow presented it to the museum.

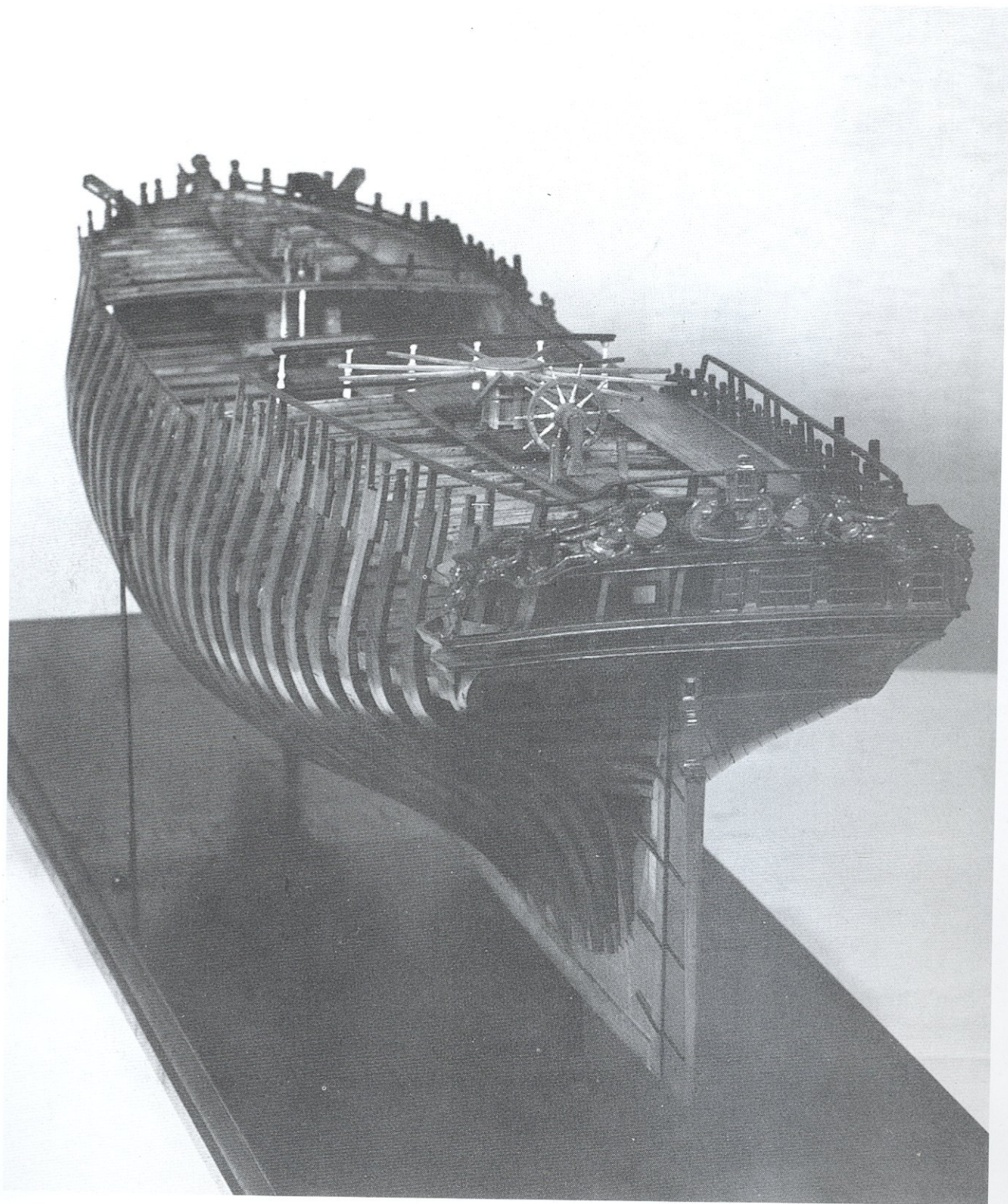


7, 8. Two pictures of a model of *Minerva*, the ship from which *Diana* and her sisters were developed. This model, quite rightly, has crutches for portable skid beams. One of the more noticeable, although minor, differences between the two classes is the position of the quarterdeck breastwork. In *Minerva* it is ahead of the mainmast; in *Diana* it is abaft it.

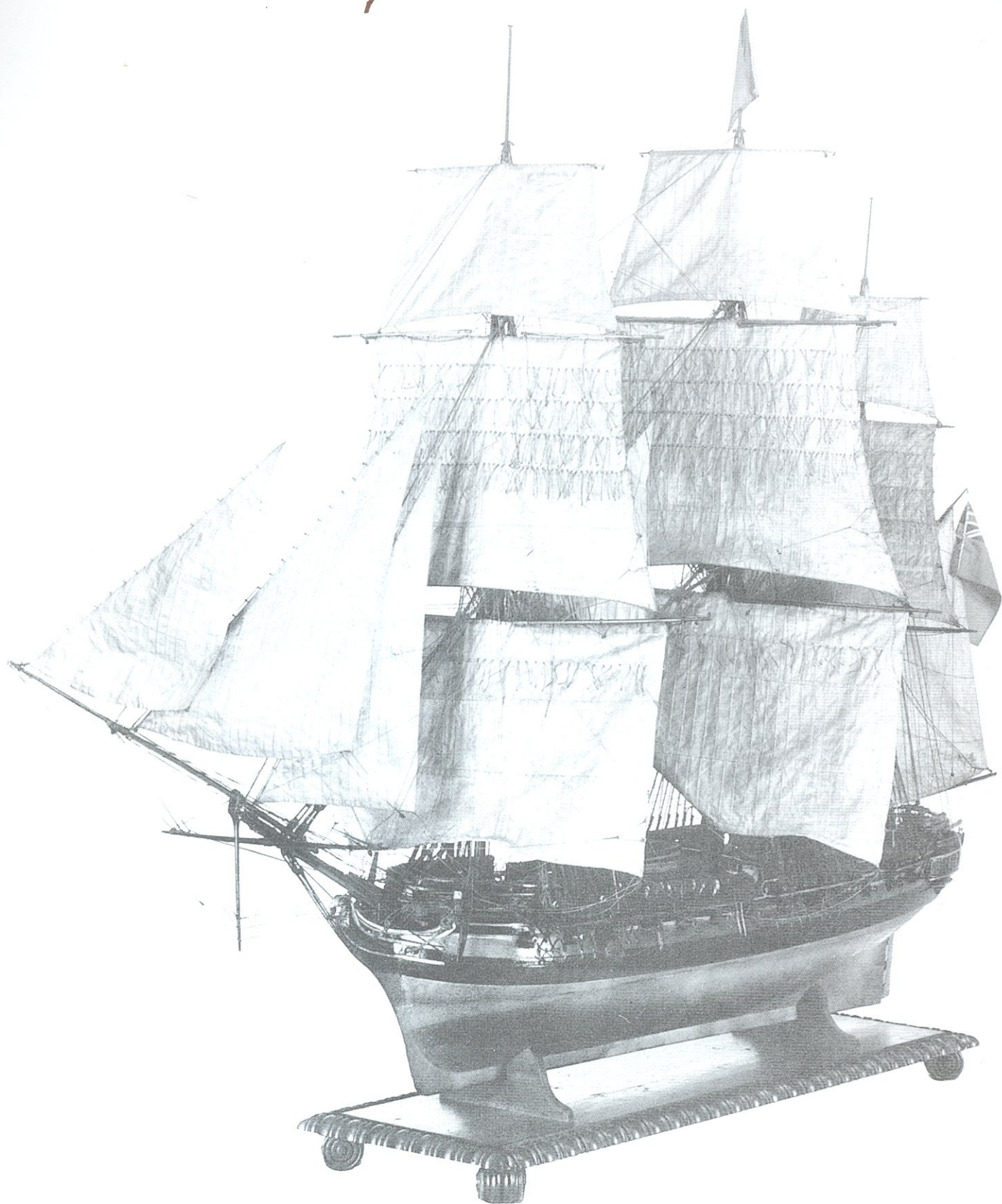


9, 10. The model in these two photographs is of a 32-gun frigate of 1780. However apart from the hawse pieces having boxing on them the construction is virtually the same as *Diana*'s. Note that there are no filling frames; they have been omitted for the sake of clarity.





model depicted
described as a
c1805 but the
cteristics of
lace it between
0. The rigging,
ved to be original,
tical to that of





T H E D R A W I N G S

SOURCES

The drawings in this section are the tip of an iceberg built up as a result of more than thirty-five years' research. They are, of course, all reconstructions, most of them of drawings which never existed when the ship was built. Those that appear in the following pages are part of what is believed to be the largest and most accurate collection of plans of the classic frigate to ever exist.

The study has been largely based on the Admiralty Collection in the Draught Room of the National Maritime Museum at Greenwich. There are around eight thousand draughts in this collection, of which roughly one-quarter relate to frigates. Thirty-eight of these are of the *Artois* class ships and according to the catalogue ten of them represent *Diana*. However, this is not so. Draught number 1883, the sheer draught, is the original Navy Board copy for building the class and has several projected modifications overdrawn on it – one of them for a 36-gun version. The inside and outside planking expansions, draughts numbers 1884 and 1884A, remain mysteries. They are dated 'Deptford Yard 14 May 08' and as far as can be ascertained no ship of the class was ever in the state depicted. Circumstantial evidence in other fields points to them being academic exercises only.

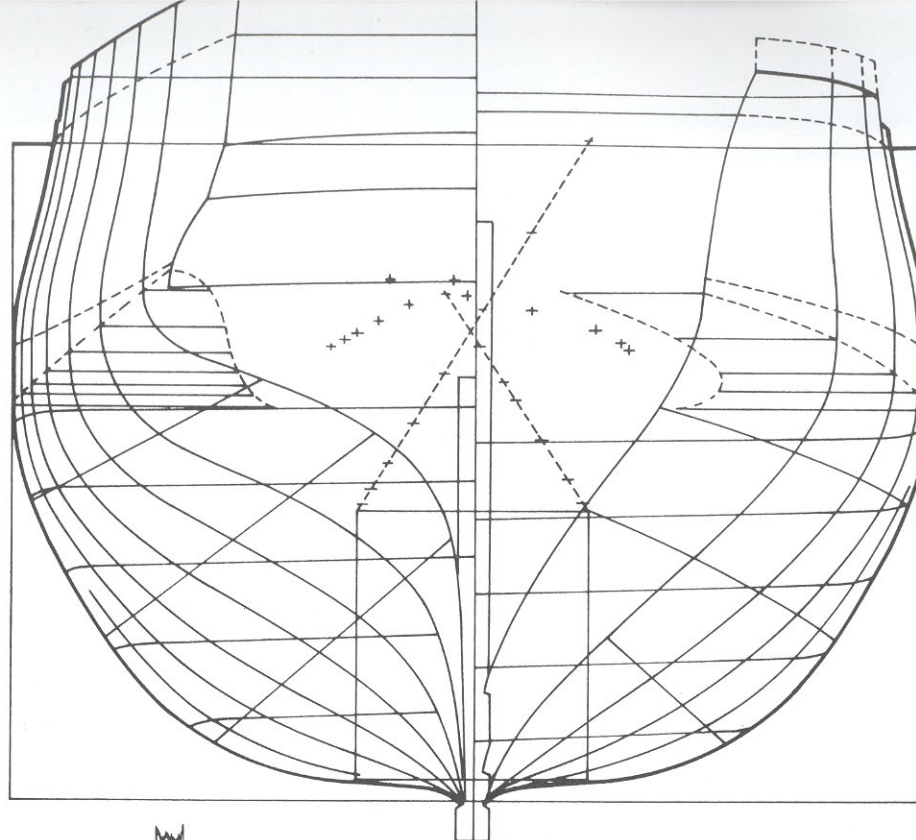
Many other channels have been explored and re-explored to obtain accurate and authentic information. Some of the major ones are listed at the end of the Introduction under the heading 'Sources'. To list them all would require a further volume.

The scales are based on the standard $\frac{1}{4}$ inch = 1 foot (1/48th) utilized in Admiralty draughts of the period, with details in multiples thereof – 1/96 being $\frac{1}{8}$ inch = 1 foot, 1/192 being $\frac{1}{16}$ inch = 1 foot, and so on.

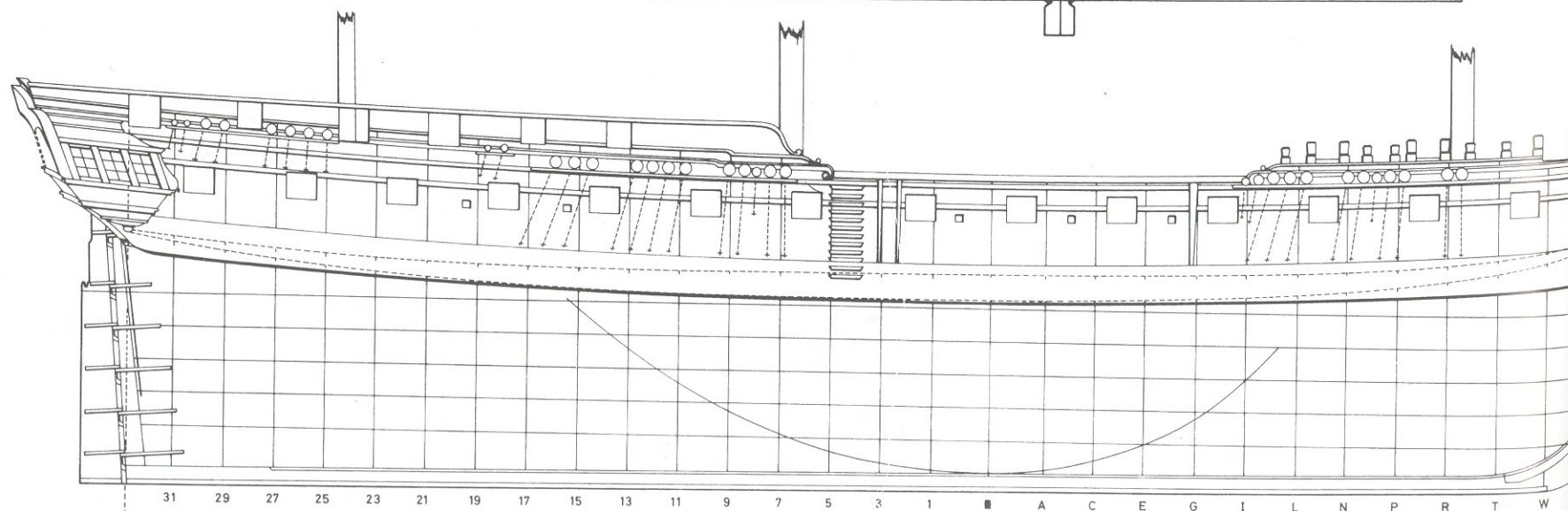
A Lines and arrangement

A1 LINES

A1/1 Sheer draught (1/192 scale, except body plan 1/96)

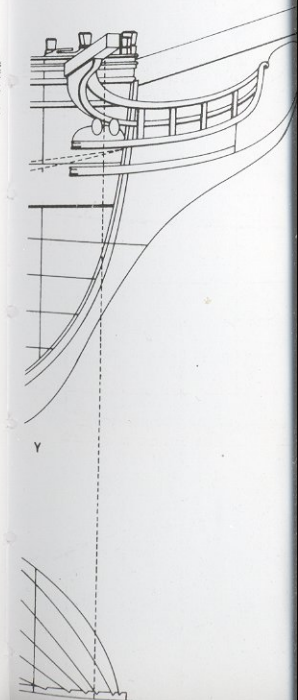


A1/1



A1/2 Perspective

1. Toplevel line
2. Sheer line
3. Heights of bulkheads
4. Waterlines
5. Rabbet
6. Joint line

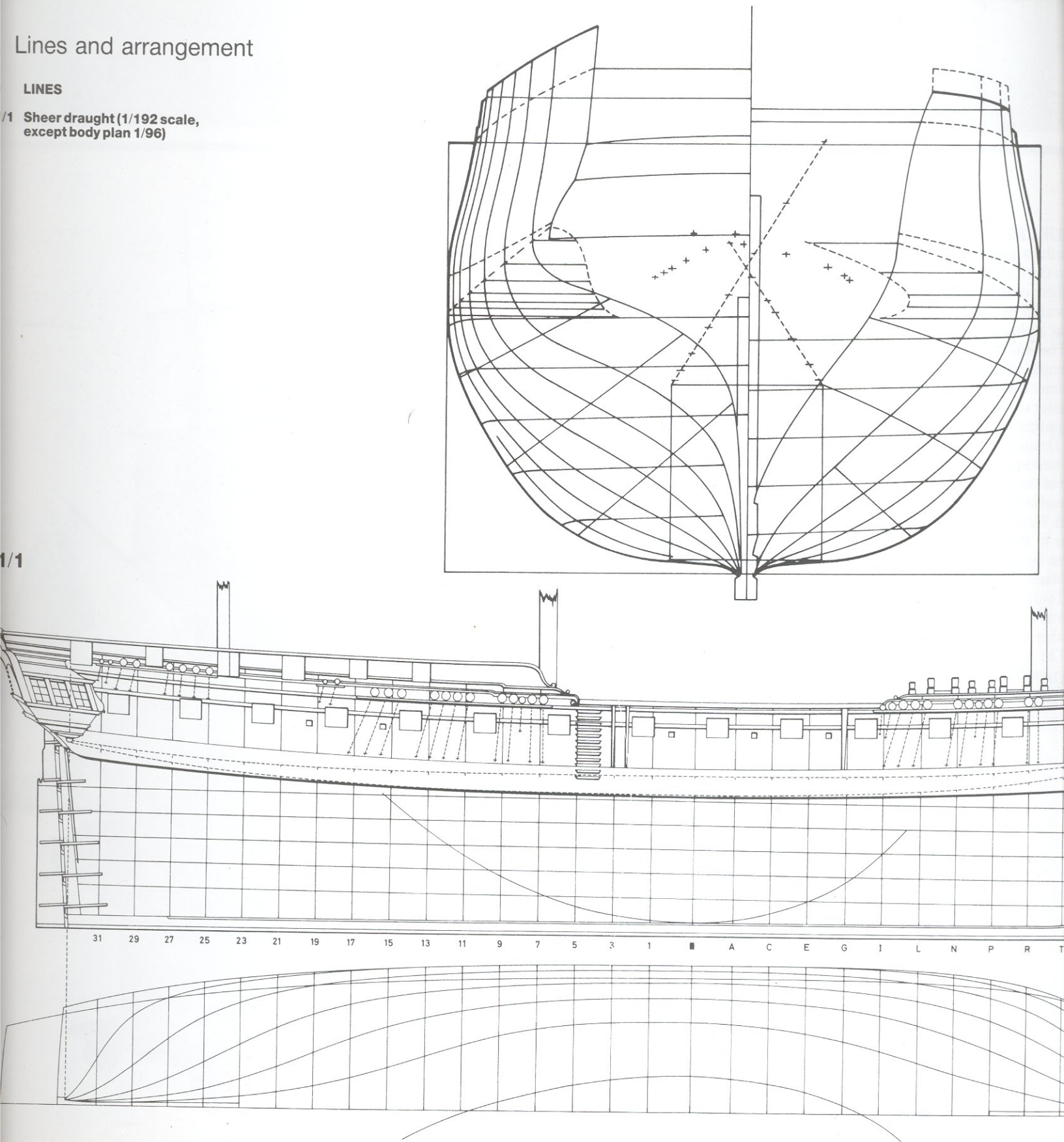


Lines and arrangement

LINES

1/1 Sheer draught (1/192 scale,
except body plan 1/96)

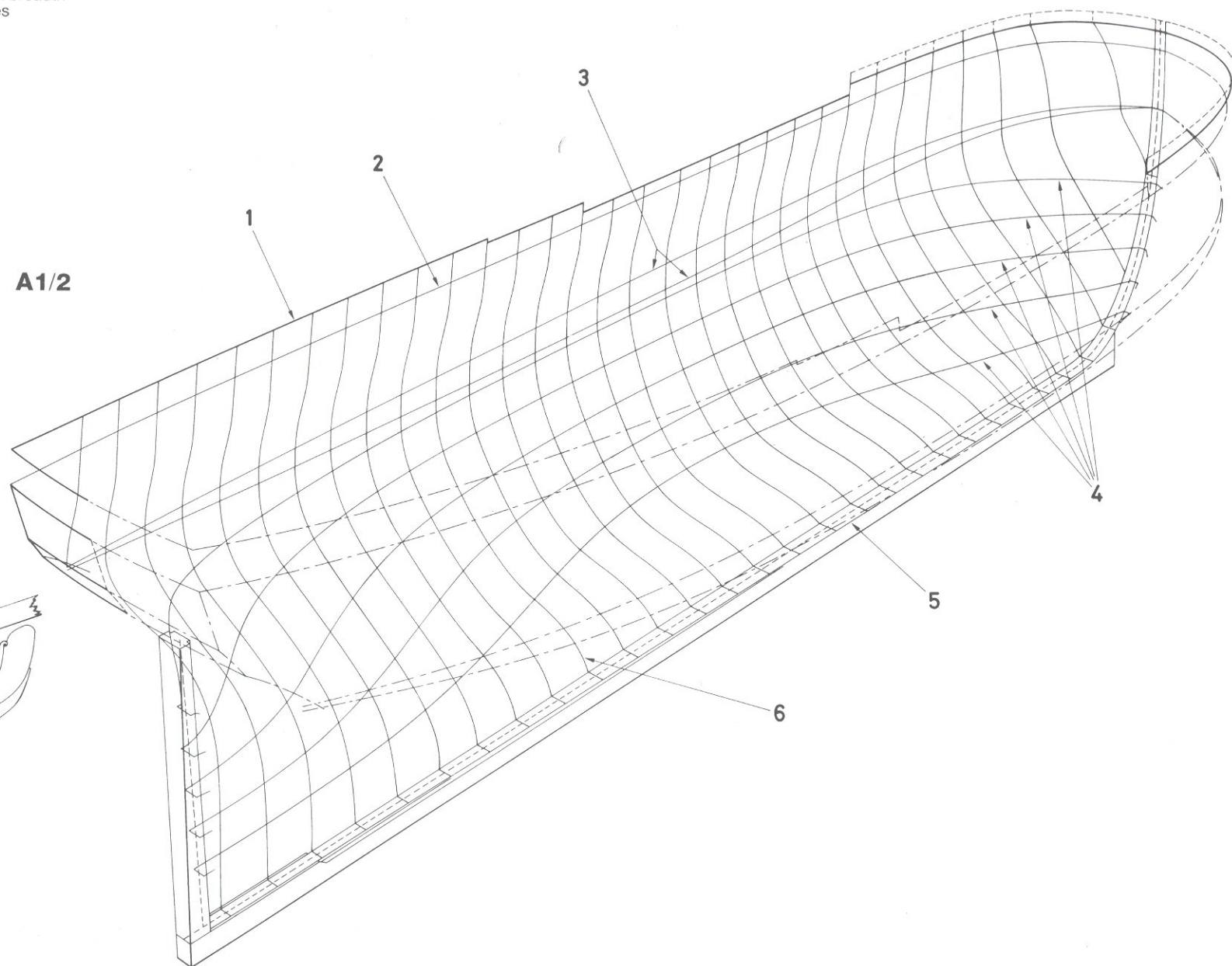
1/1



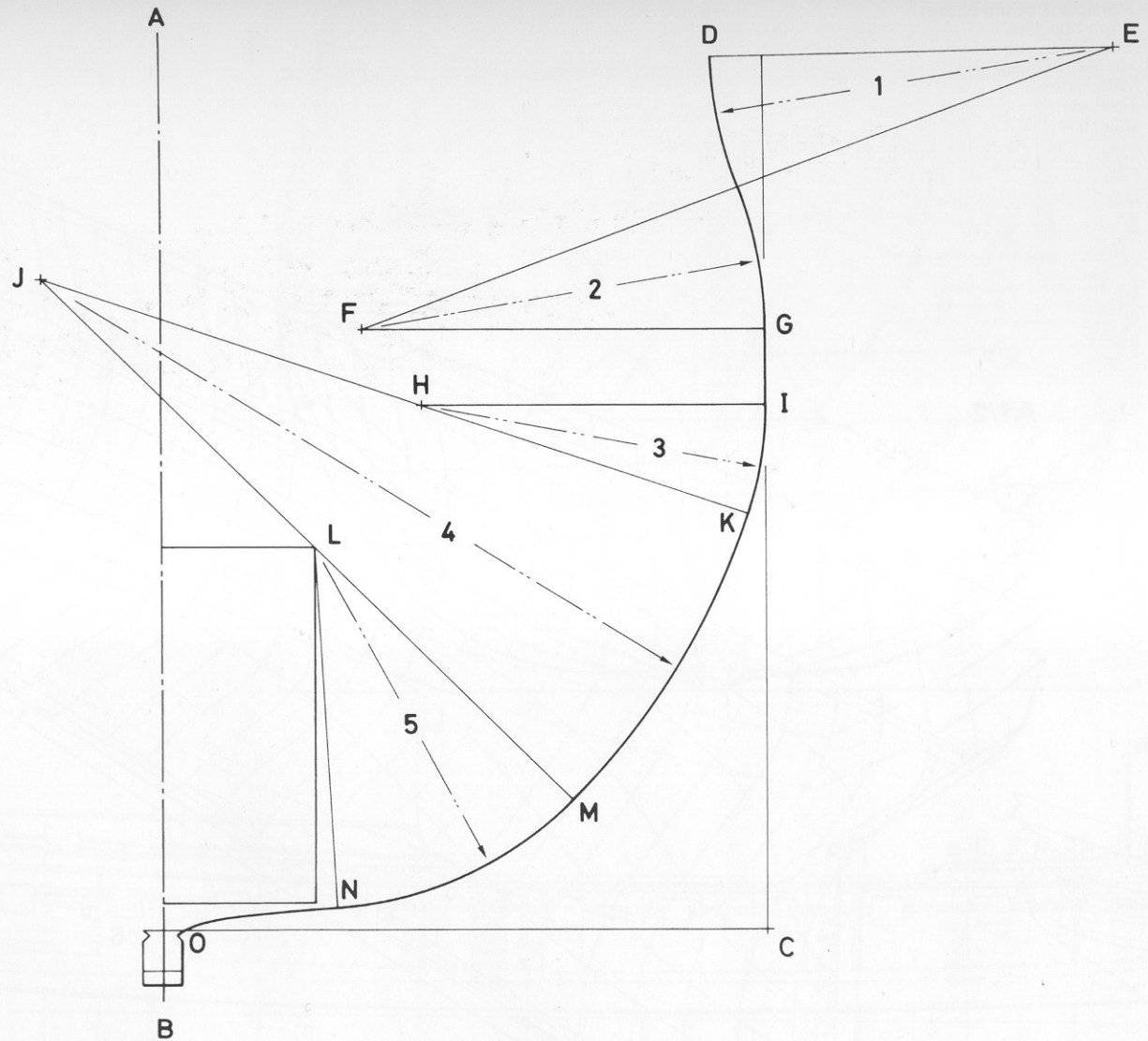
A1/2 Perspective (no scale)

1. Toplevel line
2. Sheer line
3. Heights of breadth
4. Waterlines
5. Rabbet
6. Joint line

A1/2



A1/3



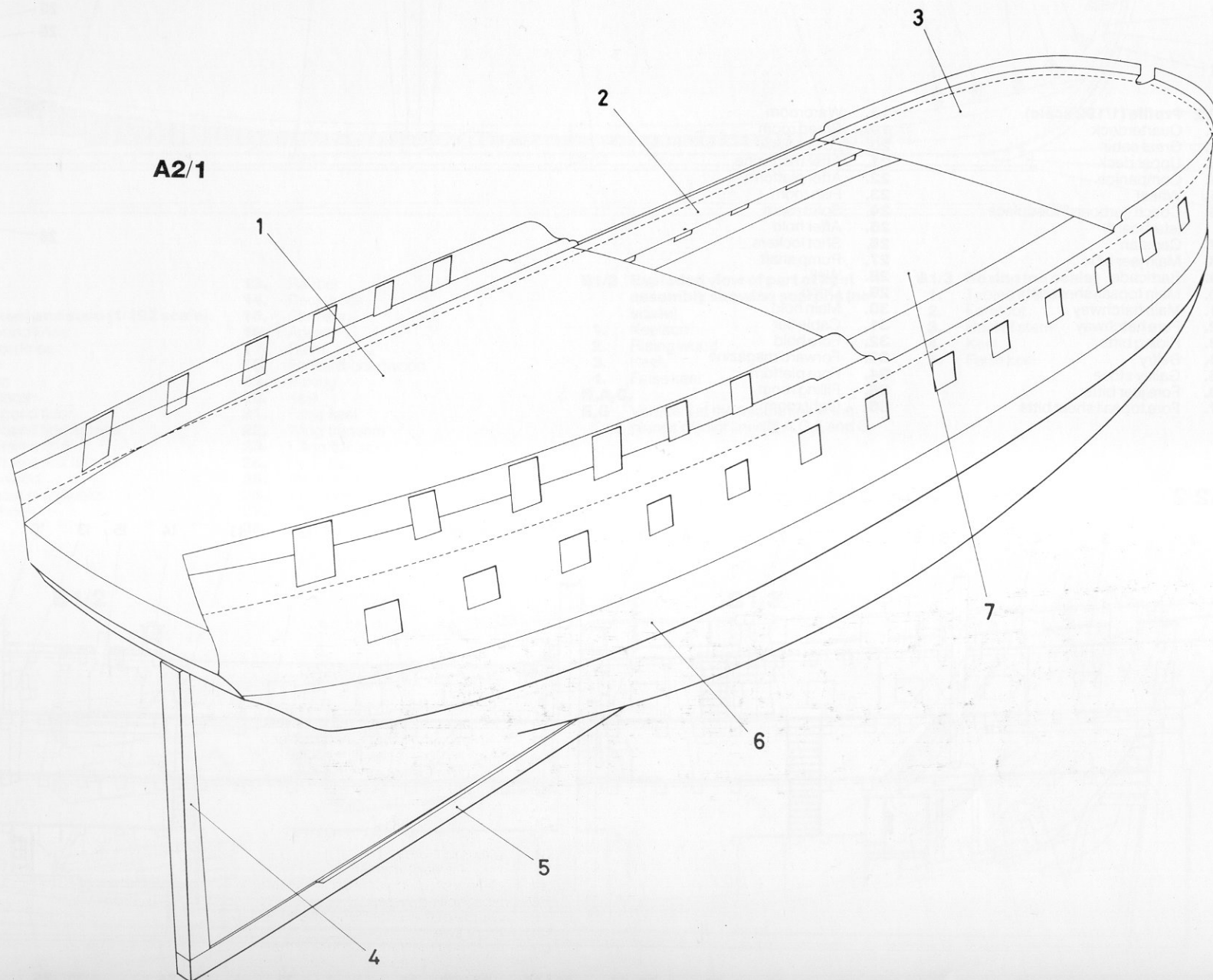
**A1/3 Draughting the midship section
(no scale)**

1. Radius of the toptimber sweep
 2. Radius of the upper breadth sweep
 3. Radius of the lower breadth sweep
 4. Radius of the reconciling sweep
 5. Radius of the floor sweep
- AB** Middle line
OC Rabbet line
DG Toptimber sweep
E, F Centres of the toptimber sweeps
GI Maximum breadth
IK Lower breadth sweep
H Centre of the lower breadth sweep
KM Reconciling sweep
J Centre of the reconciling sweep
MN Floor sweep
L Centre of the floor sweep and the
 rising line of centres of the floor sweep
NO Rise of floor

A2 GENERAL ARRANGEMENT

A2/1 Perspective (no scale)

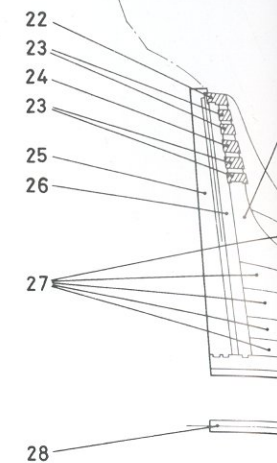
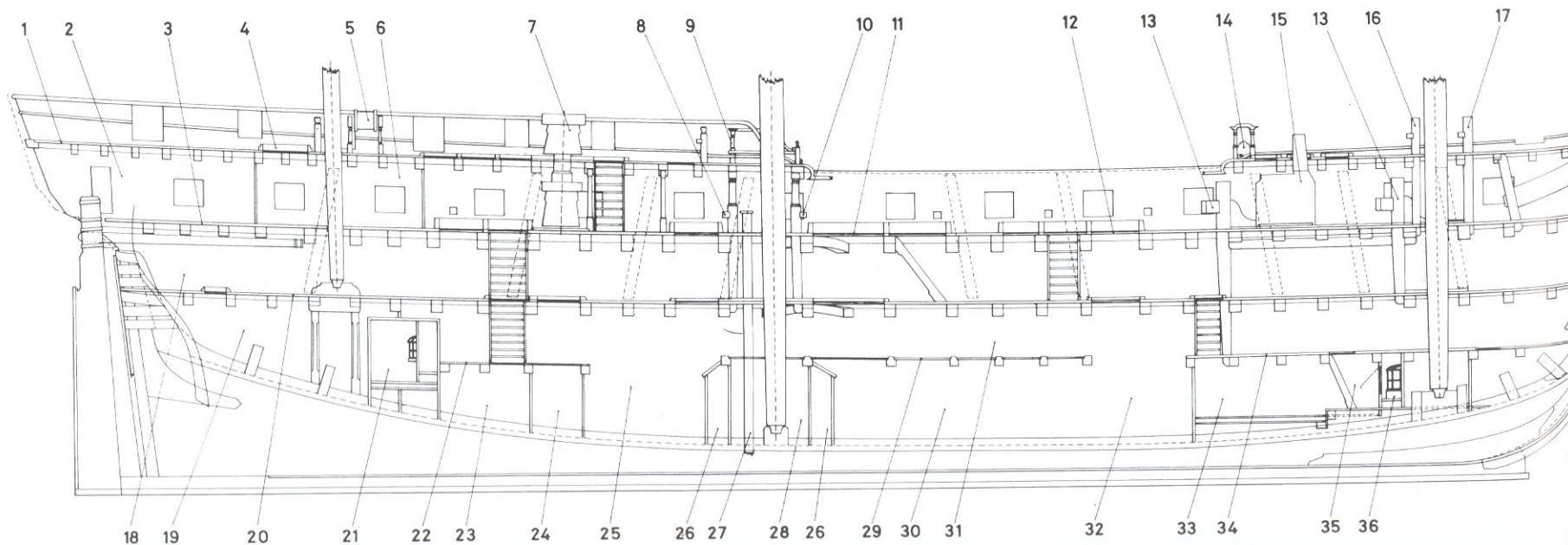
1. Quarterdeck
2. Gangway
3. Forecastle
4. Stern post
5. Keel
6. Wale
7. Upper deck



A2/2 Profile (1/192 scale)

- | | |
|---|----------------------|
| 1. Quarterdeck | 18. Wardroom |
| 2. Great cabin | 19. Bread room |
| 3. Upper deck | 20. Lower deck |
| 4. Companion | 21. After magazine |
| 5. Wheel | 22. After platform |
| 6. Coach (larboard), bedplace (starboard) | 23. Fish room |
| 7. Capstan | 24. Spirit room |
| 8. Main jeer bitts | 25. After hold |
| 9. Barricade | 26. Shot lockers |
| 10. Main topsail sheet bitts | 27. Pump shaft |
| 11. Main hatchway | 28. Well |
| 12. Fore hatchway | 29. Orlop |
| 13. Riding bitts | 30. Main hold |
| 14. Belfry | 31. Cable tier |
| 15. Galley stove | 32. Fore hold |
| 16. Fore jeer bitts | 33. Forward magazine |
| 17. Fore topsail sheet bitts | 34. Fore platform |
| | 35. Filling room |
| | 36. Light room |

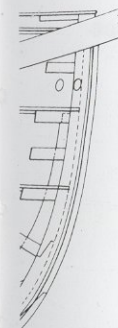
A2/2

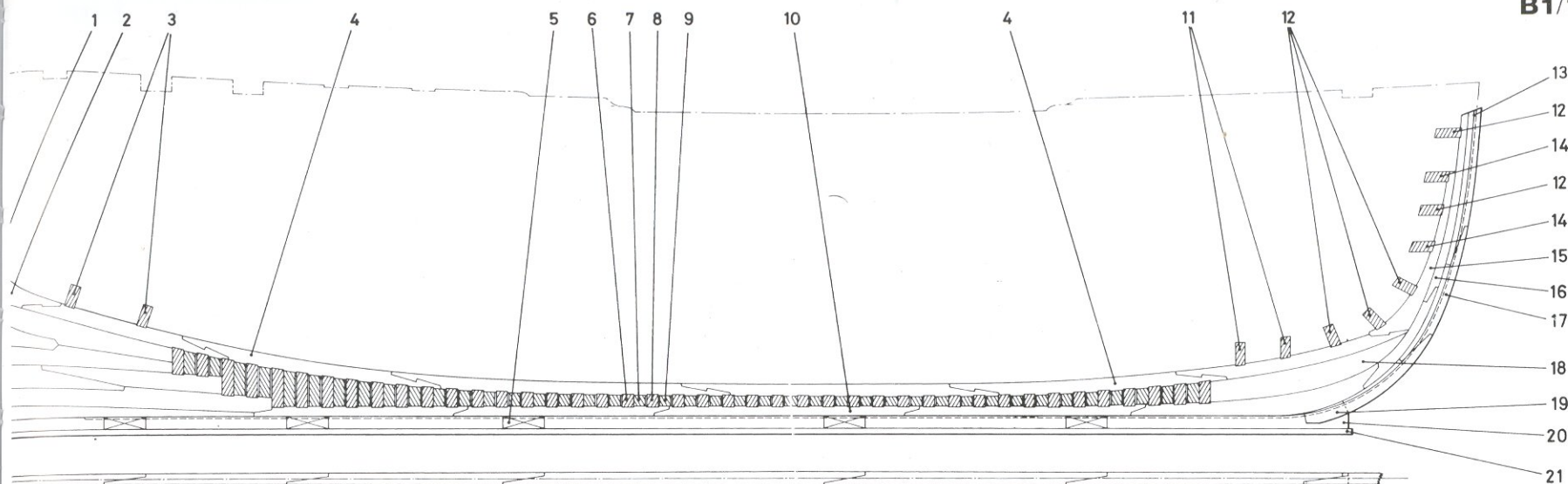


B1 KEEL

B1/1 Post, keel

- | |
|----------------|
| 1. Deadwood |
| 2. Sternson |
| 3. Crutch |
| 4. Keelson |
| 5. Keel scar |
| 6. Frame be |
| 7. Frame be |
| 8. Filling fra |
| 9. Filling fra |
| 10. Rising wo |
| 11. Fore mas |
| 12. Breastho |



**B1 KEEL****B1/1 Post, keel and stem (1/192 scale)**

1. Deadwood knee
2. Sternson knee
3. Crutch
4. Keelson
5. Keel scarp
6. Frame bend floor
7. Frame bend first futtock
8. Filling frame floor
9. Filling frame first futtock
10. Rising wood
11. Fore mast step hooks
12. Breasthook

13. Rabbet
14. Deck hook
15. Stemson
16. Apron
17. Stem
18. Forward deadwood
19. Boxing
20. Keel
21. False keel
22. Wing transom
23. Filling transom
24. Deck transom
25. Stern post
26. Inner post
27. After deadwood
28. Plan view of keel showing scarps

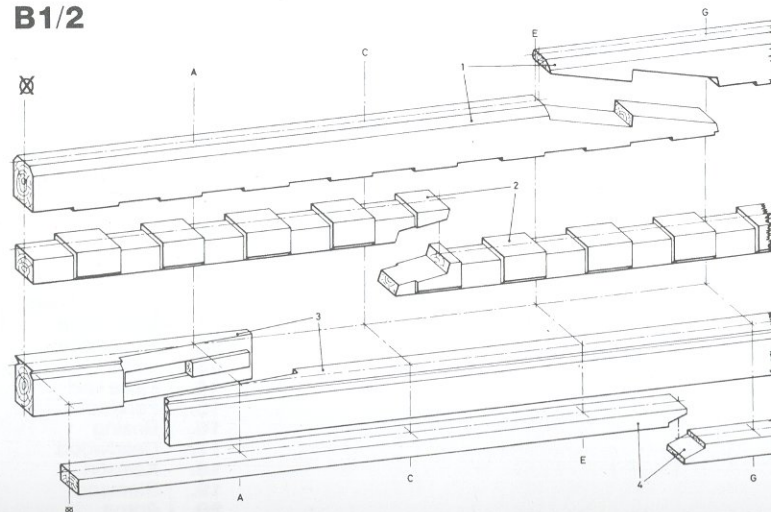
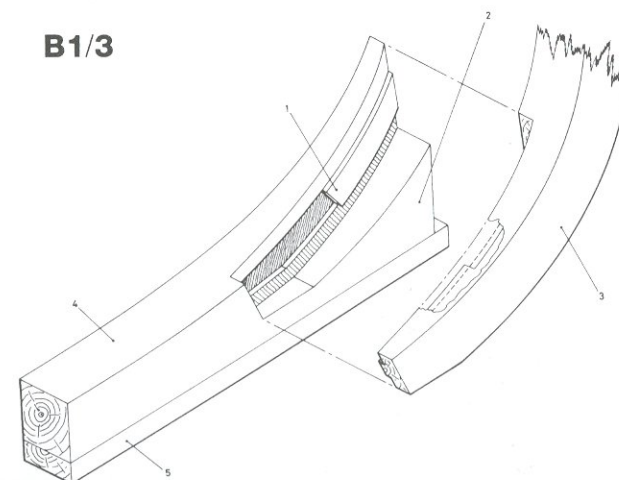
B1/2 Exploded view of part of keel assembly showing scarps (no scale)

1. Keelson
2. Rising wood
3. Keel
4. False keel

⊗, A, C, E, G
Verticals at the middle line in the planes of joint lines ⊗, A, C, E and G

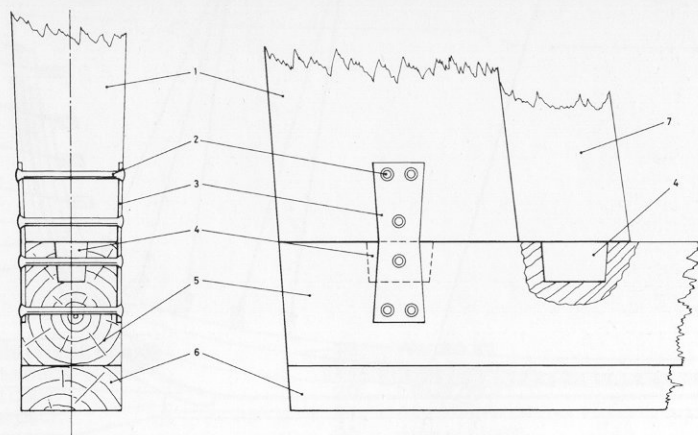
B1/3 Boxing (no scale)

1. Tabled scarp
2. Forefoot
3. Heel of stem
4. Keel
5. False keel

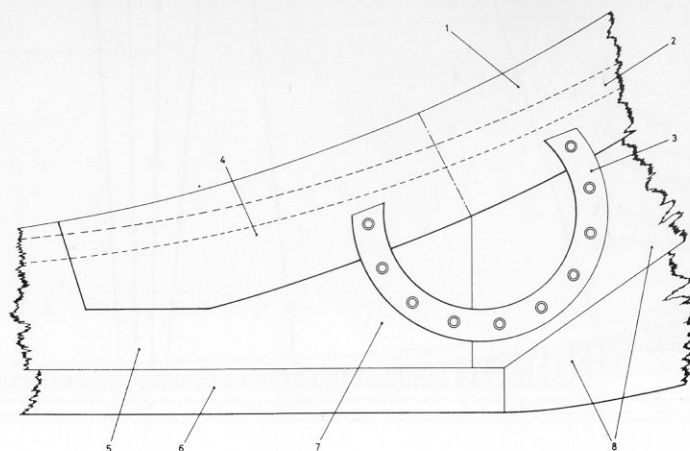
B1/2**B1/3**

B Hull structure

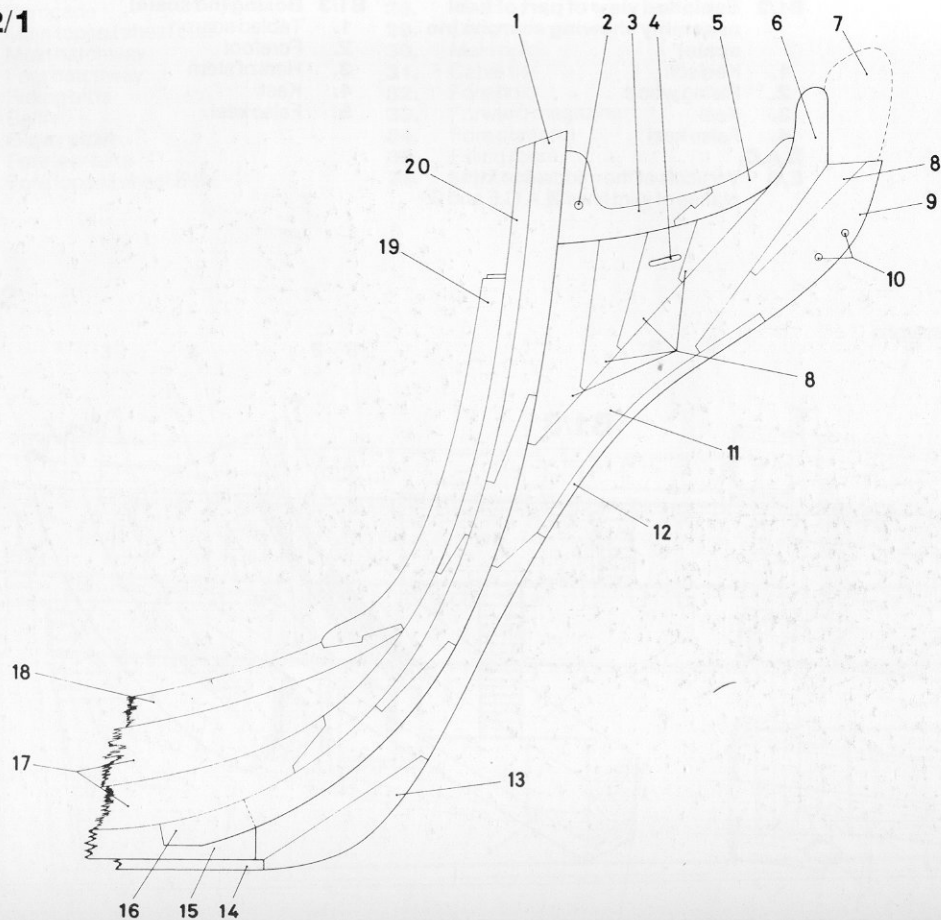
B1/4



B1/5



B2/1



B1/4 Fastening the stern post to the keel (1/16 scale)

1. Stern post
2. Bolts
3. Copper dovetail plate
4. Tenon
5. Keel
6. False keel
7. Inner post

B1/5 Horseshoe plate (1/16 scale)

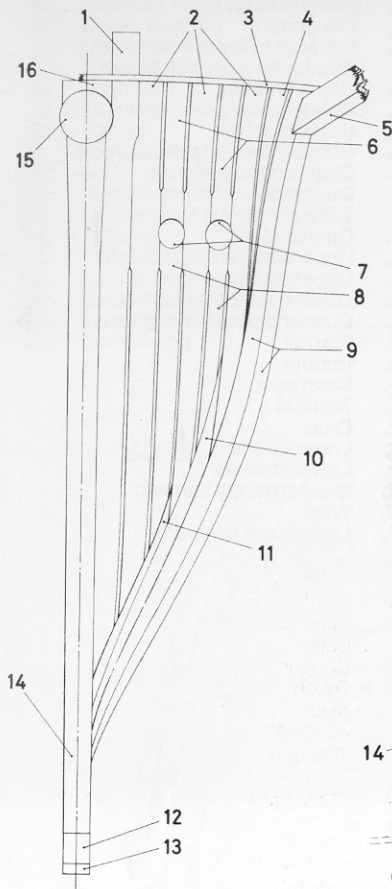
1. Stem
2. Rabbet
3. Horseshoe plate
4. Bolts
5. Keel
6. False keel
7. Forefoot
8. Gripe

B2 BOW

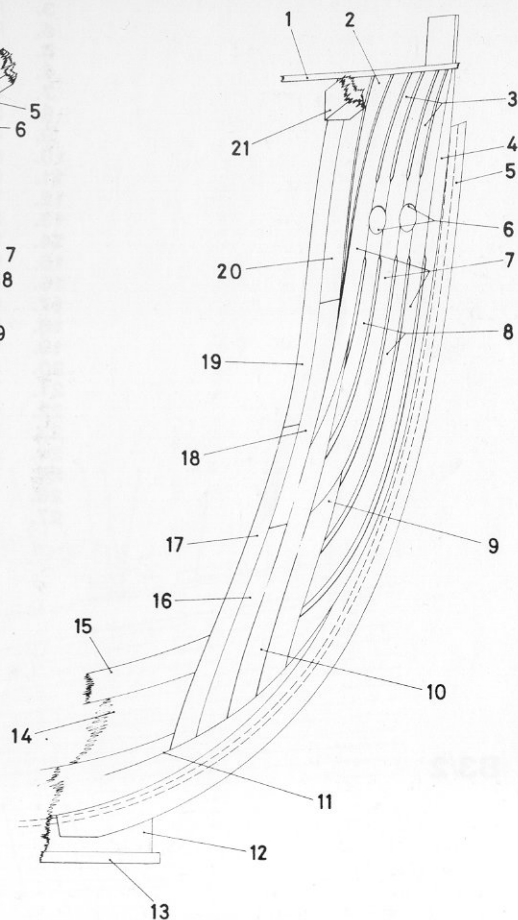
B2/1 Stem and knee of the head (1/96 scale)

1. Stem
2. Hole for the mainstay collar
3. Gammoning knee or standard
4. Gammoning slot
5. Ekeing
6. Lacing
7. Block
8. Chocks
9. Bobstay piece
10. Bobstay holes
11. Main piece
12. Face piece
13. Gripe
14. False keel
15. Forefoot
16. Boxing
17. Deadwood
18. Keelson
19. Stemson
20. Apron

B2/4



B2/3



B2/3 Hawse pieces, starboard side (1/96 scale)

1. Plansheer
2. Angle piece abaft the hawse pieces
3. Short hawse pieces over the hawse holes
4. Bollard timber
5. Stem
6. Hawse holes
7. Hawse pieces
8. Short hawse pieces under the hawse holes
9. Short timber under the hawse pieces
10. Long timber under the hawse pieces
11. Cutting down line
12. Forefoot
13. False keel
14. Deadwood
15. Keelson
16. Lower futtock
17. Double futtock
18. Third futtock
19. Fourth futtock
20. Toptimber
21. Cathead

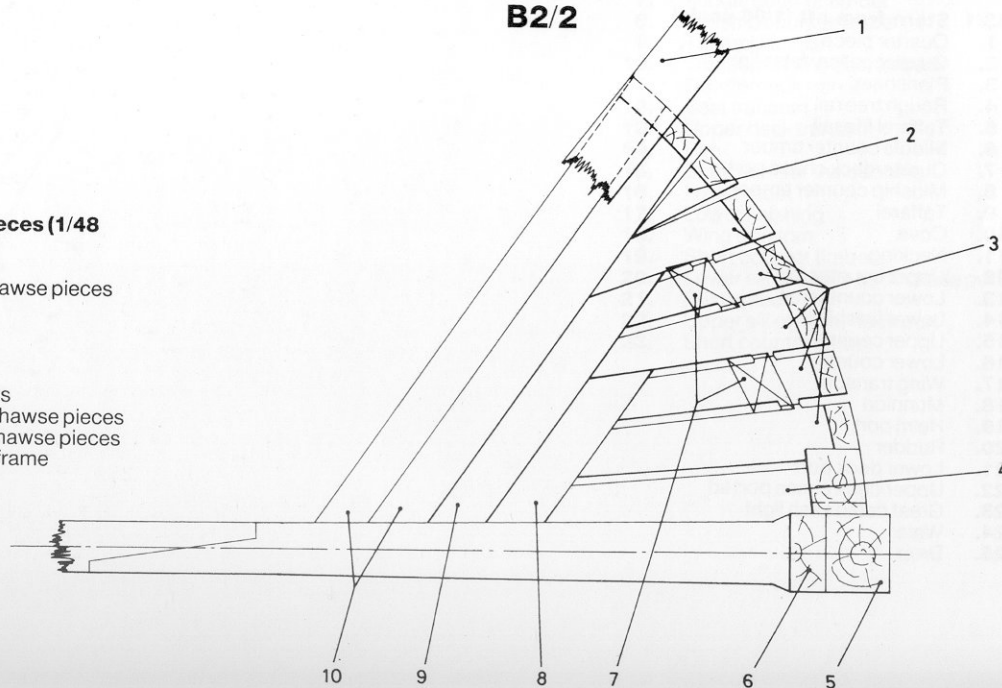
B2/4 Hawse pieces from forward (1/96 scale)

1. Bollard timber
2. Hawse pieces
3. Plansheer
4. Angle piece abaft the hawse pieces
5. Cathead
6. Short hawse pieces over the hawse holes
7. Hawse holes
8. Short hawse pieces under the hawse holes
9. Foremost cant frame
10. Long timber under the hawse pieces
11. Short timber under the hawse pieces
12. Keel
13. False keel
14. Stem
15. Bowsprit
16. Chock over the bowsprit

B2/2 Plan of the hawse pieces (1/48 scale)

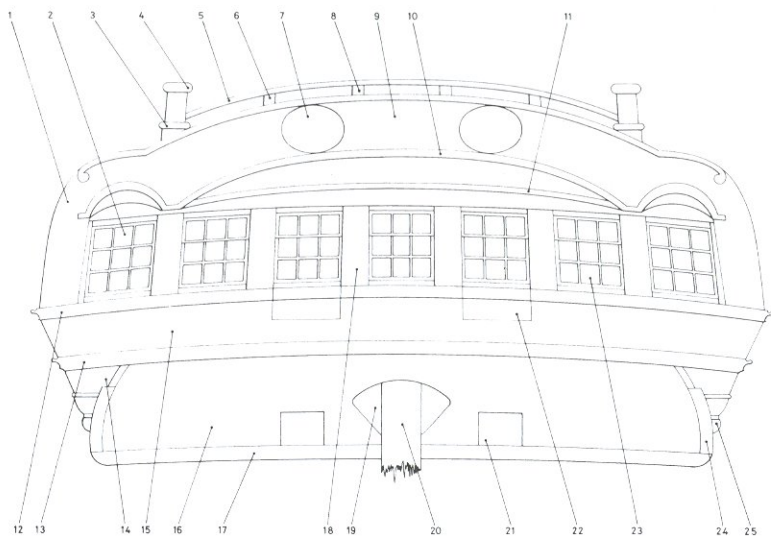
1. Cathead
2. Angle piece abaft the hawse pieces
3. Hawse pieces
4. Bollard timber
5. Stem
6. Apron
7. Location of hawse holes
8. Short timber under the hawse pieces
9. Long timber under the hawse pieces
10. Foremost double cant frame

B2/2



B Hull structure

B3/1



B3/2 Stern, starboard side (1/96 scale)

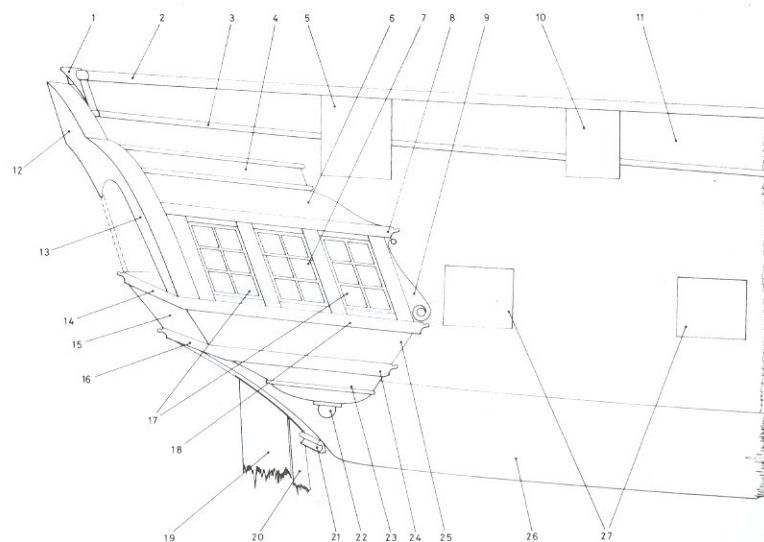
1. Taffarel life rail
2. Rough tree rail
3. Plansheer
4. Fretwork to the upper finishing
5. Quarterdeck carronade port
6. Upper finishing
7. Quarter gallery sash light
8. Upper stool rail
9. Console bracket (canting livre)
10. Quarterdeck gun port
11. Quarterdeck berthing
12. Taffarel
13. Quarter piece
14. Upper counter rail
15. Upper counter
16. Lower counter rail
17. Quarter gallery false lights
18. Rim rail
19. Rudder
20. Stern post
21. Tuck rail
22. Drop
23. Lower finishing
24. Lower stool rail
25. Quarter gallery berthing
26. Wale
27. Upper deck gun ports

B3 STERN AND STERN FRAME

B3/1 Stern from aft (1/96 scale)

1. Quarter piece
2. Quarter gallery false light
3. Plansheer
4. Rough tree rail
5. Taffarel life rail
6. Middle counter timber
7. Quarterdeck chase port
8. Midship counter timber
9. Taffarel
10. Cove
11. Necking
12. Upper counter rail
13. Lower counter rail
14. Lower finishing
15. Upper counter
16. Lower counter
17. Wing transom
18. Munnion
19. Helm port
20. Rudder
21. Lower deck port
22. Upper deck chase port lid
23. Great cabin sash light
24. Wale
25. Drop

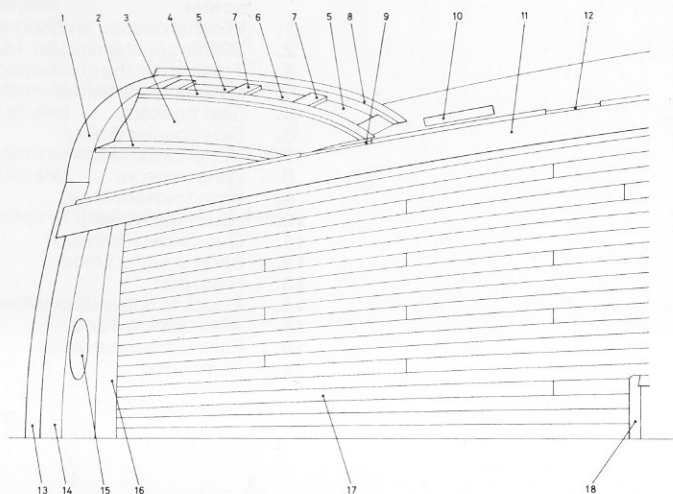
B3/2



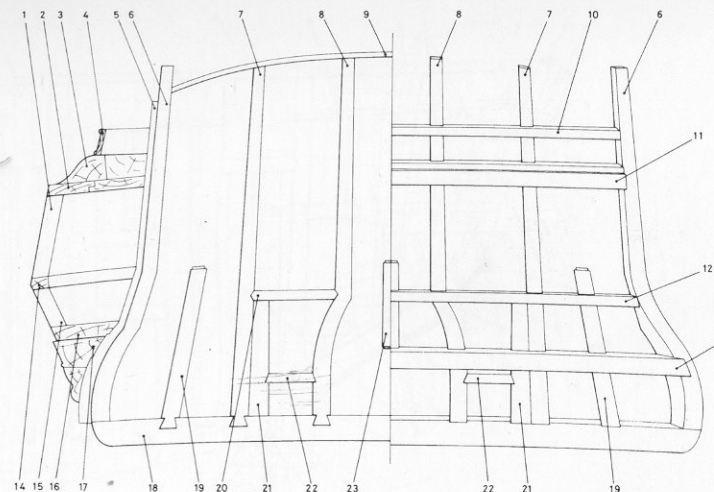
B3/3 Plan of the stern (1/96 scale)

1. Quarter piece
2. Fretwork to the upper finishing
3. Upper finishing
4. Upper stool rail
5. False lights
6. Sash light
7. Munnion
8. Rim rail
9. Quarterdeck carronade port
10. Upper deck gun port
11. Rough tree rail
12. Quarterdeck gun port
13. Taffarel
14. Taffarel life rail
15. Quarterdeck chase port
16. Quarterdeck transom
17. Flat of quarterdeck
18. Companion

B3/3



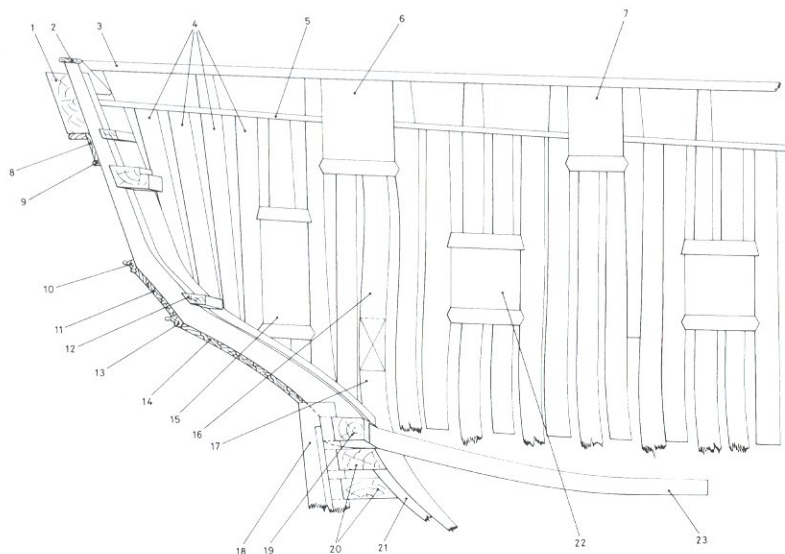
B3/4



B3/4 Framing of the stern (left – from aft; right – from forward, omitting the quarter gallery; 1/96 scale)

1. Munnion
2. Upper stool
3. Upper finishing
4. Fretwork to the upper finishing
5. Outer planking of hull
6. Side counter timber
7. Middle counter timber
8. Midship counter timber
9. Taffarel life rail
10. Transom on the quarterdeck
11. Quarterdeck transom
12. Seat transom
13. Upper deck transom
14. Rim
15. Stanchion for the berthing
16. Lower stool
17. Lower finishing
18. Wing transom
19. Short counter timber
20. Lower sill of upper deck chase port
21. Filling piece
22. Upper sill of lower deck port
23. Short counter timber

B3/5



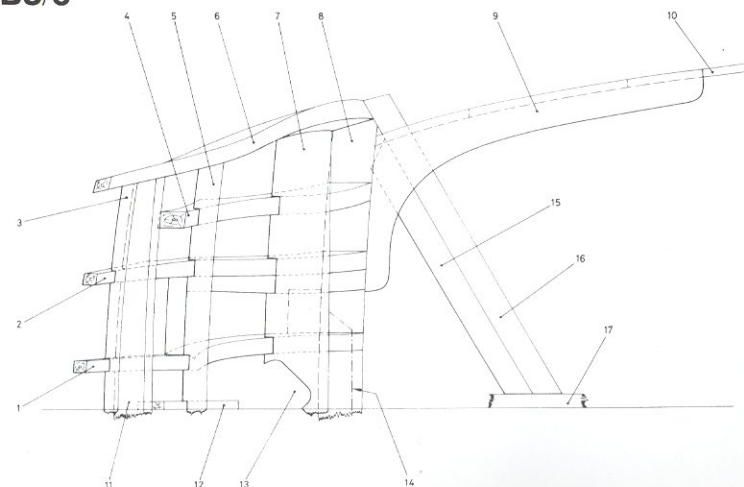
B3/5 Framing of the stern (middle line section, 1/96 scale)

1. Taffarel
2. Taffarel fife rail
3. Rough tree rail
4. Timbers on the side counter timber
5. Plansheer
6. Quarterdeck carronade port
7. Quarterdeck gun port
8. Cove
9. Necking
10. Upper counter rail
11. Upper counter (second counter)
12. Seat transom
13. Lower counter rail
14. Lower counter
15. Gallery doorway
16. Scarphed extension to forward fashion piece
17. Forward fashion piece
18. Stern post
19. Wing transom
20. Filling transom
21. After fashion piece
22. Upper deck gun port
23. Wing transom knee

B3/6 Framing of the stern, (plan, 1/96 scale)

1. Midship counter timber
2. Middle counter timber
3. Transom on the quarterdeck
4. Short counter timber
5. Seat transom
6. Side counter timber
7. Upper deck transom
8. Wing transom
9. Wing transom knee
10. Lower deck clamp
11. Quarterdeck transom
12. Short counter timber
13. Helm port
14. Chock to upper deck transom
15. After fashion piece
16. Forward fashion piece
17. Deadwood

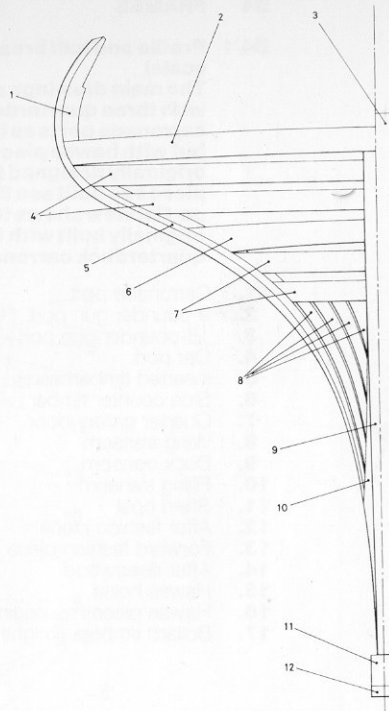
B3/6



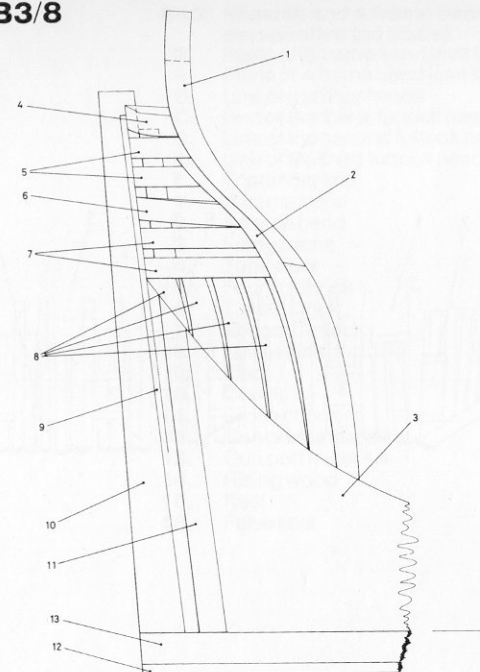
B3/7 Stern frame from aft (1/96 scale)

1. Forward fashion piece
2. Wing transom
3. Stern post
4. Filling transom
5. After fashion piece
6. Deck transom
7. Filling transoms
8. Chocks under the transoms
9. Inner post
10. Deadwood
11. Keel

B3/7



B3/8



B3/8 Stern frame from starboard (1/96 scale)

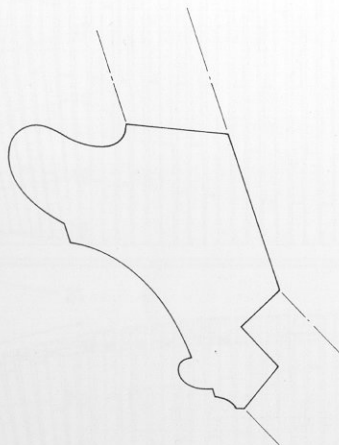
1. Forward fashion piece
2. After fashion piece
3. Deadwood
4. Wing transom
5. Filling transoms
6. Deck transom
7. Filling transoms
8. Chocks under the transoms
9. Rabbet
10. Stern post
11. Inner post
12. False keel

B3/9 Section of the upper counter rail (1/4 scale)

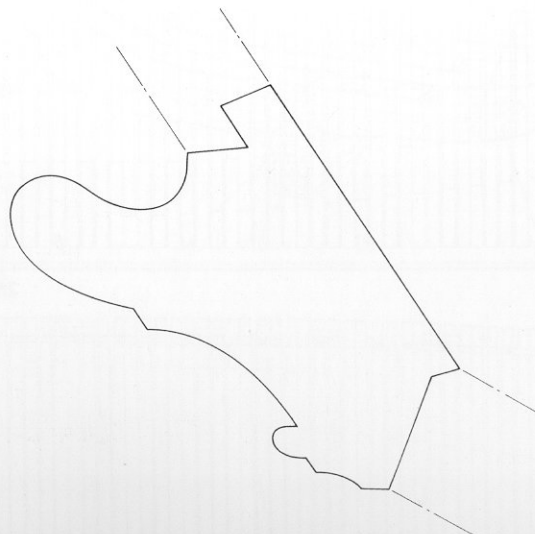
B3/10 Section of the lower counter rail (1/4 scale)

B3/11 Section of the tuck rail (1/4 scale)

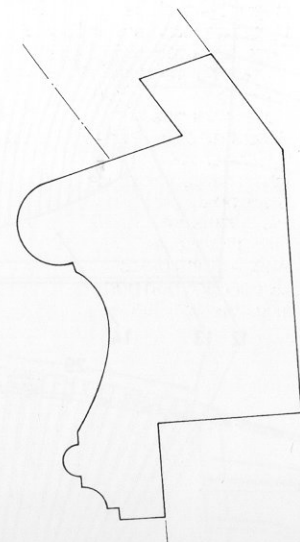
B3/9



B3/10



B3/11



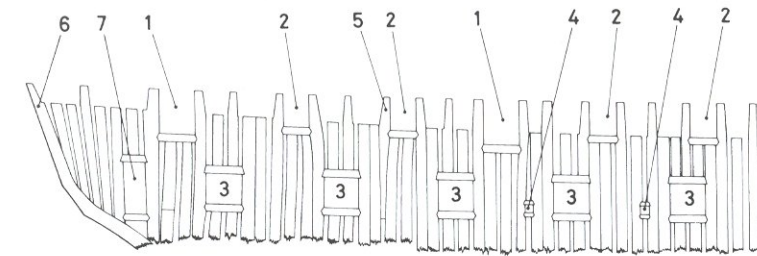
B4 FRAMES

B4/1 Profile and half breadth (1/192 scale)

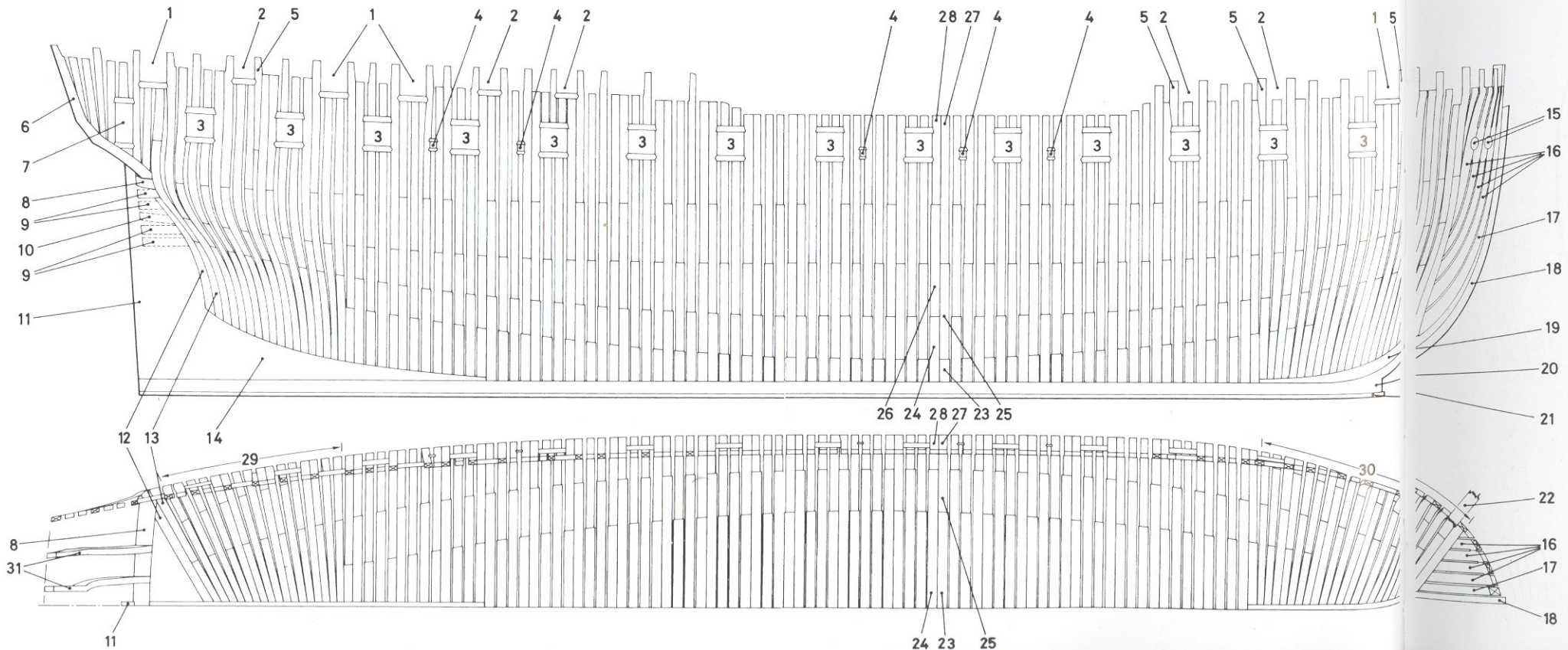
The main drawings show the ship with three quarterdeck carronade ports as fitted 1796, but with hawse pieces as originally designed (for hawse pieces as built see B2/2,3,4). The partial view shows the ship as originally built with two quarterdeck carronade ports.

1. Carronade port
2. 9-pounder gun port
3. 18-pounder gun port
4. Oar port
5. Inserted timberheads
6. Side counter timber
7. Quarter gallery door
8. Wing transom
9. Deck transom
10. Filling transom
11. Stern post
12. After fashion piece
13. Forward fashion piece
14. After deadwood
15. Hawse holes
16. Hawse pieces as originally designed
17. Bollard timbers (knightheads)

18. Stem
19. Forward deadwood
20. Keel
21. False keel
22. Cathead
23. Floor
24. Lower futtock
25. Second futtock
26. Third futtock
27. Fourth futtock
28. Toptimber
29. After cant frames
30. Forward cant frames
31. Counter timbers



B4/1



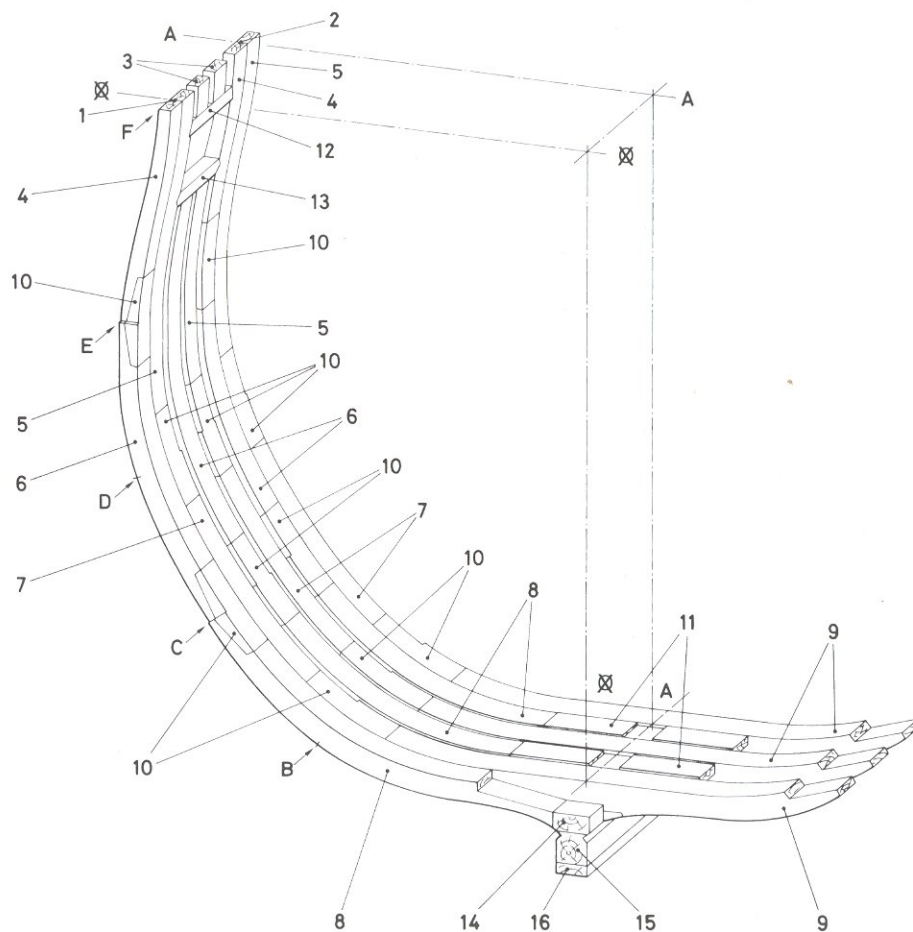
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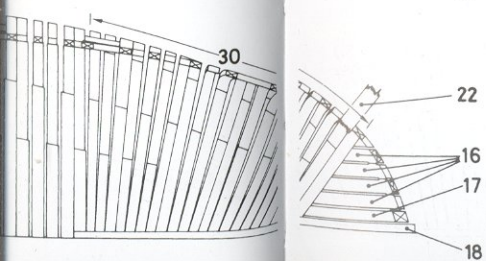
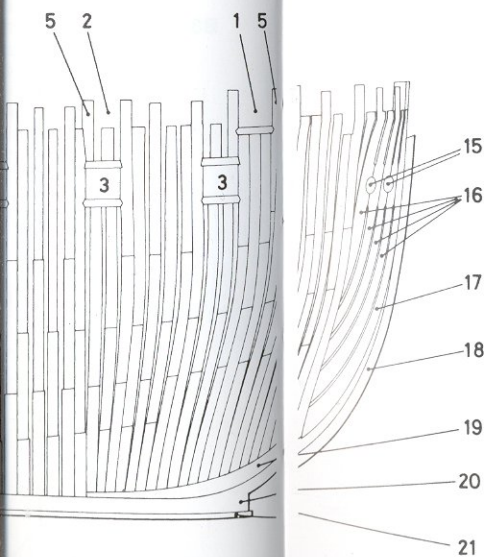
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B4/2

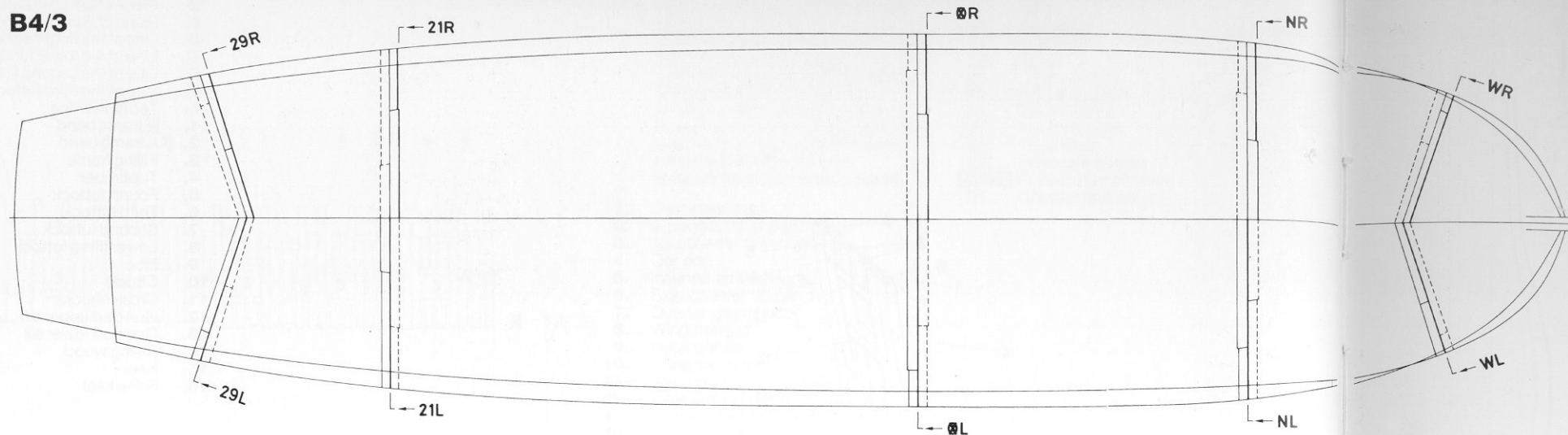


B4/2 Midship and A frame bends in perspective (no scale)

- Ø. Plane of Ø frame bend joint line
- A. Plane of A frame bend joint line
- B. Line of the floor heads
- C. Line of the lower futtock heads
- D. Line of the second futtock heads
- E. Line of the third futtock heads
- F. Toptimber line
- 1. Ø frame bend
- 2. A frame bend
- 3. Filling frame
- 4. Toptimber
- 5. Fourth futtock
- 6. Third futtock
- 7. Second futtock
- 8. Lower (first) futtock
- 9. Floor
- 10. Chock
- 11. Cross chock
- 12. Gun port upper sill
- 13. Gun port lower sill
- 14. Rising wood
- 15. Keel
- 16. False keel



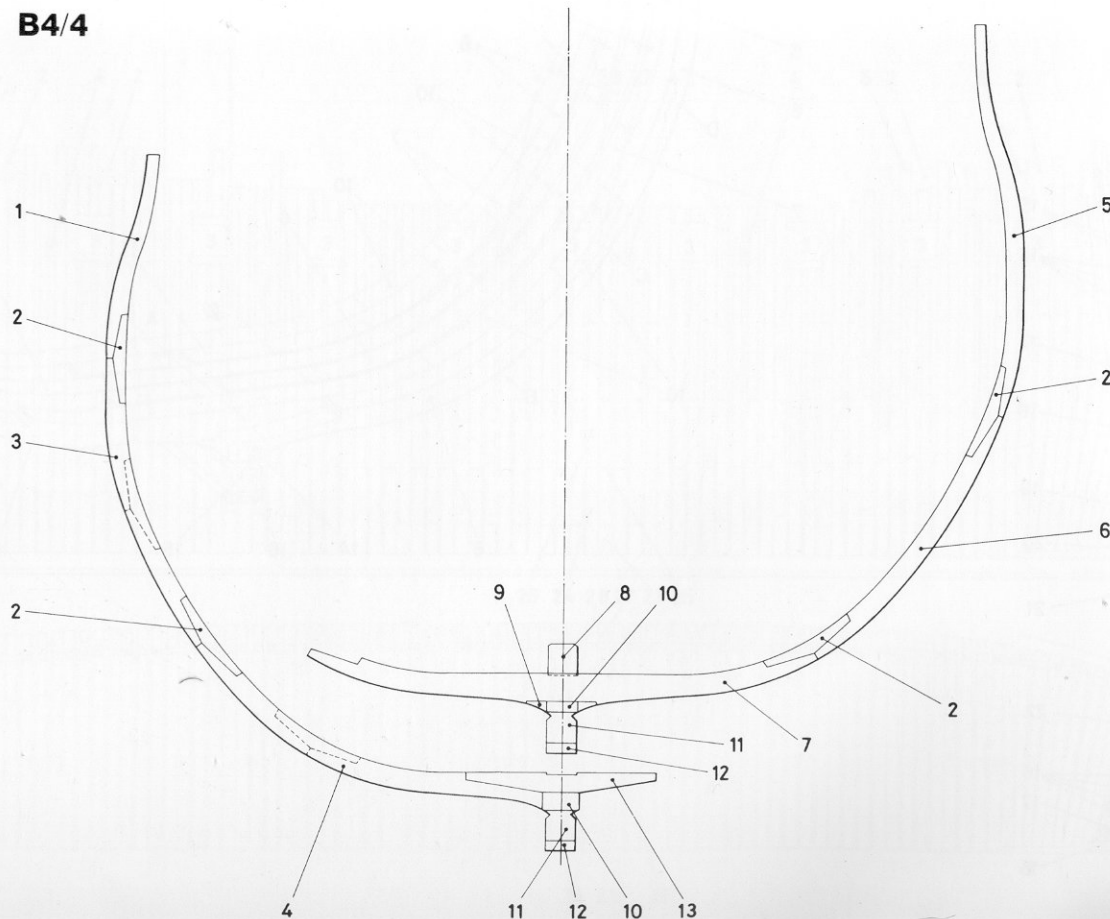
B4/3



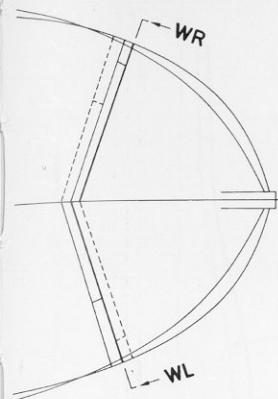
B4/3 Location plan of the frame bends in B4/4 to B4/7 (1/192 scale)

B4/4 Components of the midship bend from forward (left – abaft the joint line; right – forward of the joint line; 1/96 scale)

1. Toptimber
2. Chock
3. Third futtock
4. Lower futtock
5. Fourth futtock
6. Second futtock
7. Floor
8. Keelson
9. Floor chock
10. Rising wood
11. Keel
12. False keel
13. Cross chock



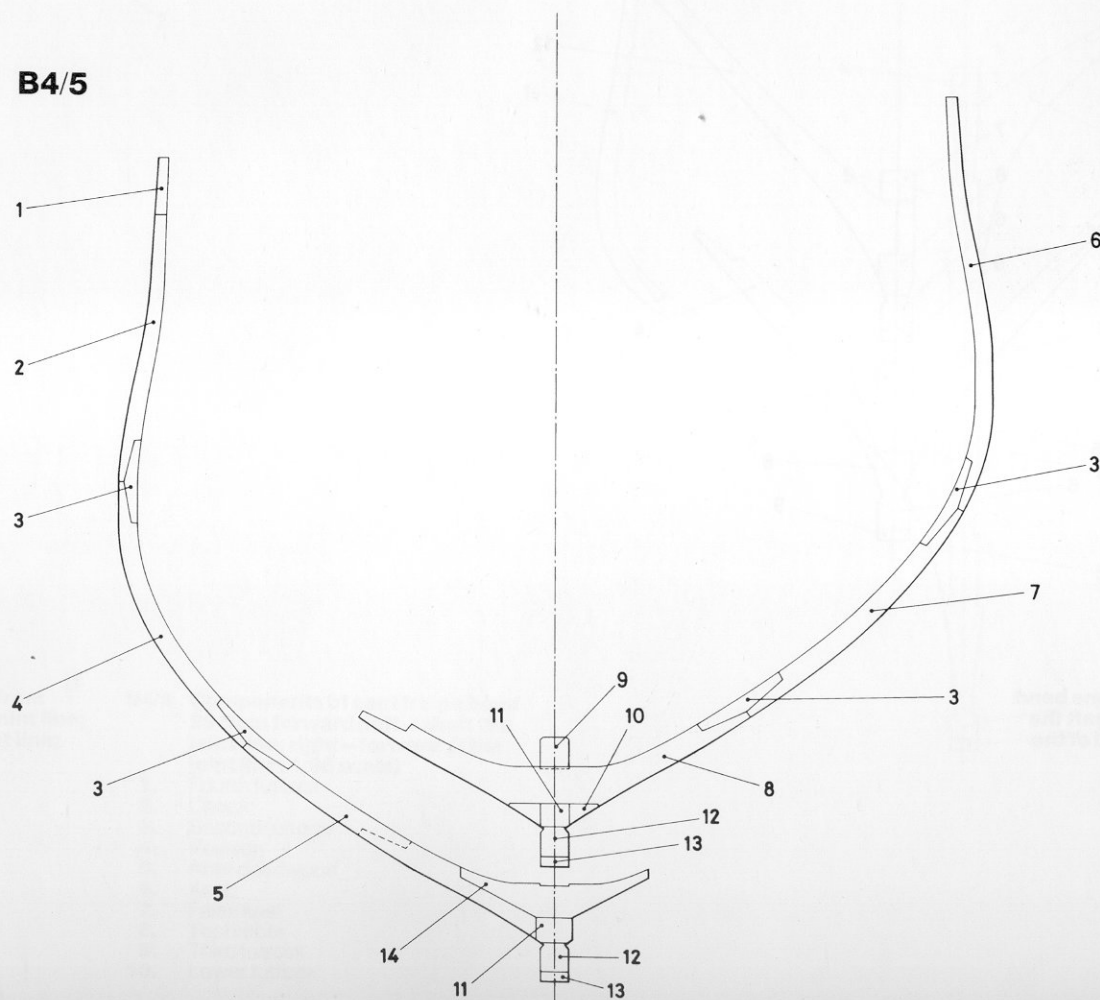
B4/4



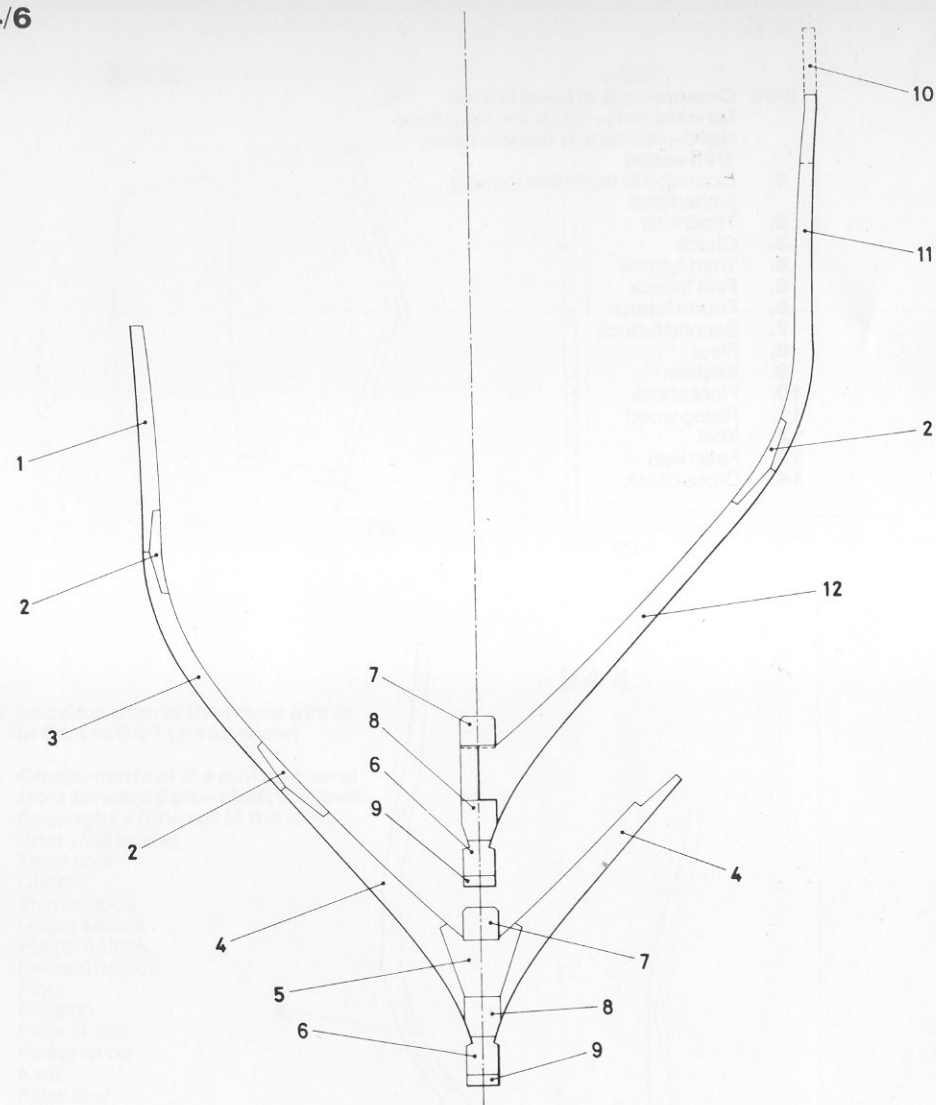
B4/5 Components of bend N from forward (left – abaft the joint line; right – forward of the joint line; 1/96 scale)

1. Extension to toptimber forming timberhead
2. Toptimber
3. Chock
4. Third futtock
5. First futtock
6. Fourth futtock
7. Second futtock
8. Floor
9. Keelson
10. Floor chock
11. Rising wood
12. Keel
13. False keel
14. Cross chock

B4/5



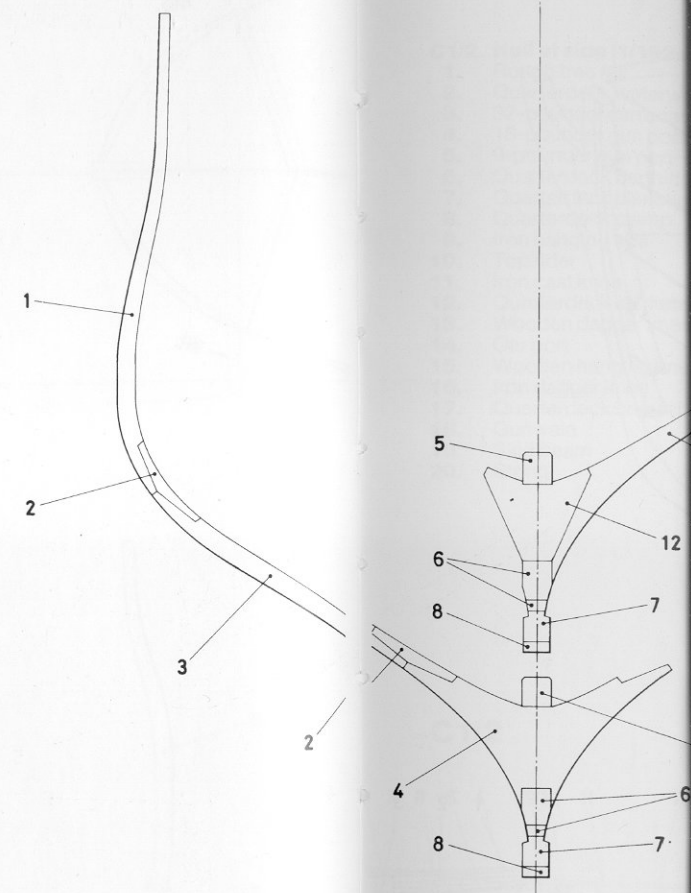
B4/6



B4/6 Components of cant frame bend
W from forward (left – abaft the
joint line; right – forward of the
joint line; 1/96 scale)

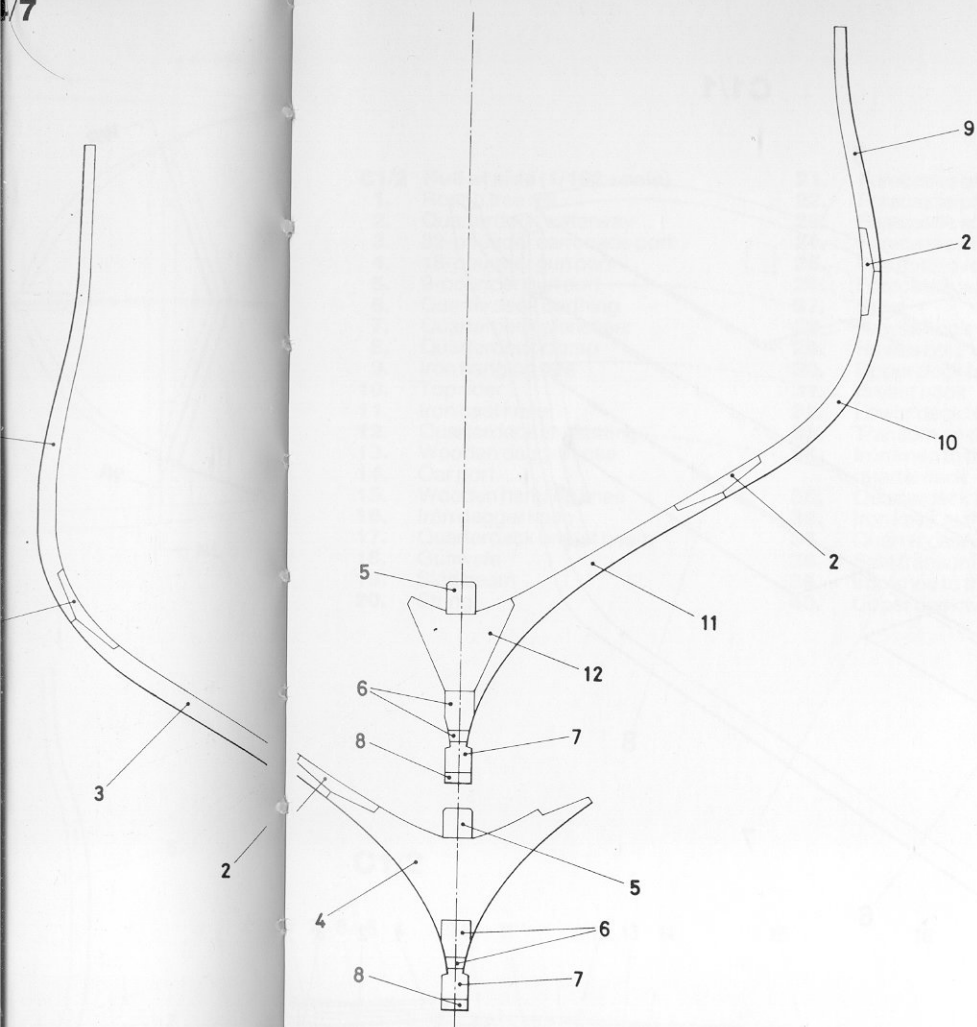
1. Toptimber
2. Chock
3. Third futtock
4. First futtock
5. Cross chock
6. Keel
7. Keelson
8. Deadwood
9. False keel
10. Timberhead
11. Fourth futtock
12. Second futtock

B4/7



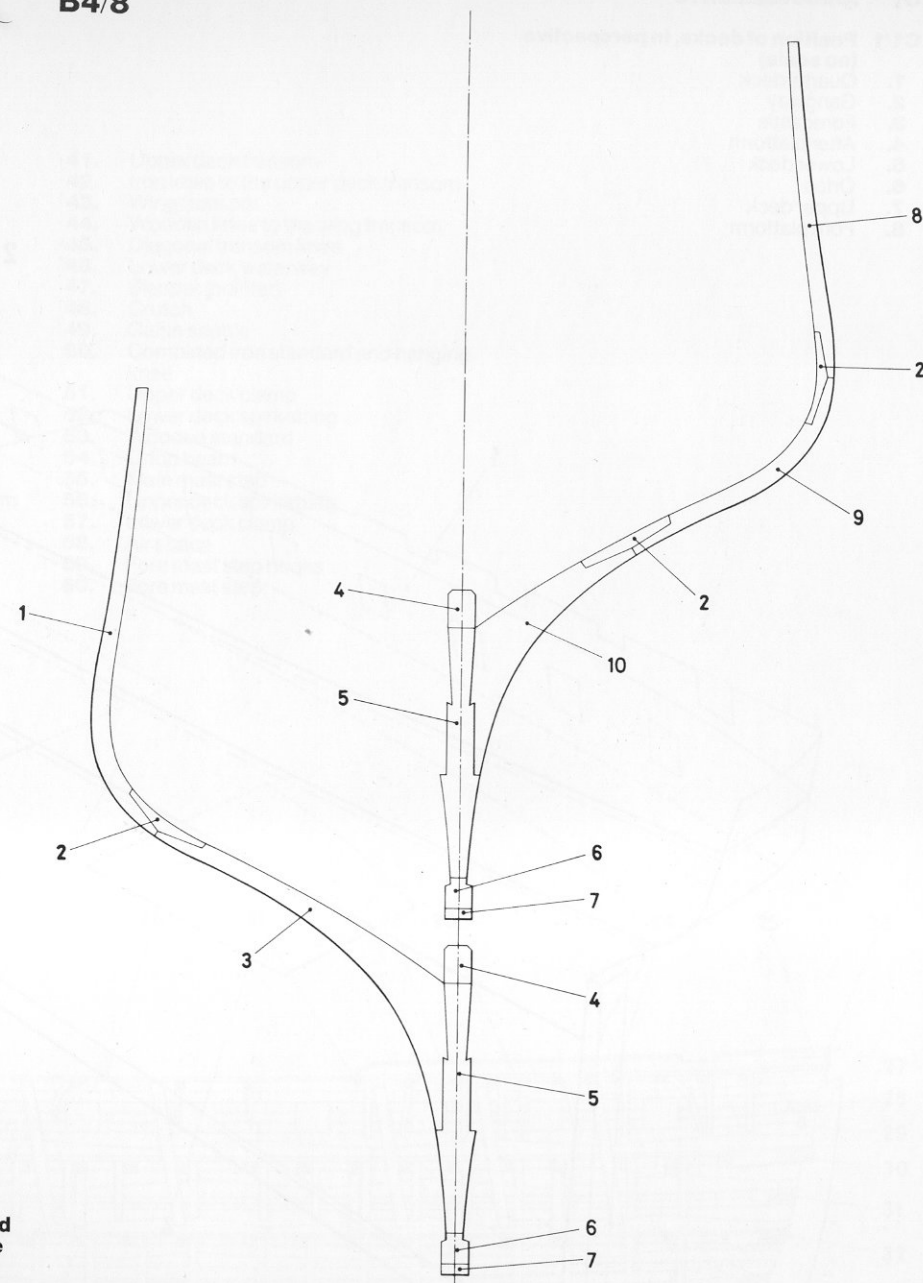
B4/7 Components of bent
forward (left – abaft
right – forward of the
1/96 scale)

1. Fourth futtock
2. Chock
3. Second futtock
4. Floor
5. Keelson
6. Deadwood
7. Keel
8. False keel
9. Toptimber
10. Third futtock
11. Lower futtock
12. Cross chock



B4/7 Components of bend 21 from forward (left – abaft the joint line; right – forward of the joint line; 1/96 scale)

1. Fourth futtock
2. Chock
3. Second futtock
4. Floor
5. Keelson
6. Deadwood
7. Keel
8. False keel
9. Toptimber
10. Third futtock
11. Lower futtock
12. Cross chock



B4/8 Components of cant frame bend 29 from forward (left – abaft the joint line; right – forward of the joint line; 1/96 scale)

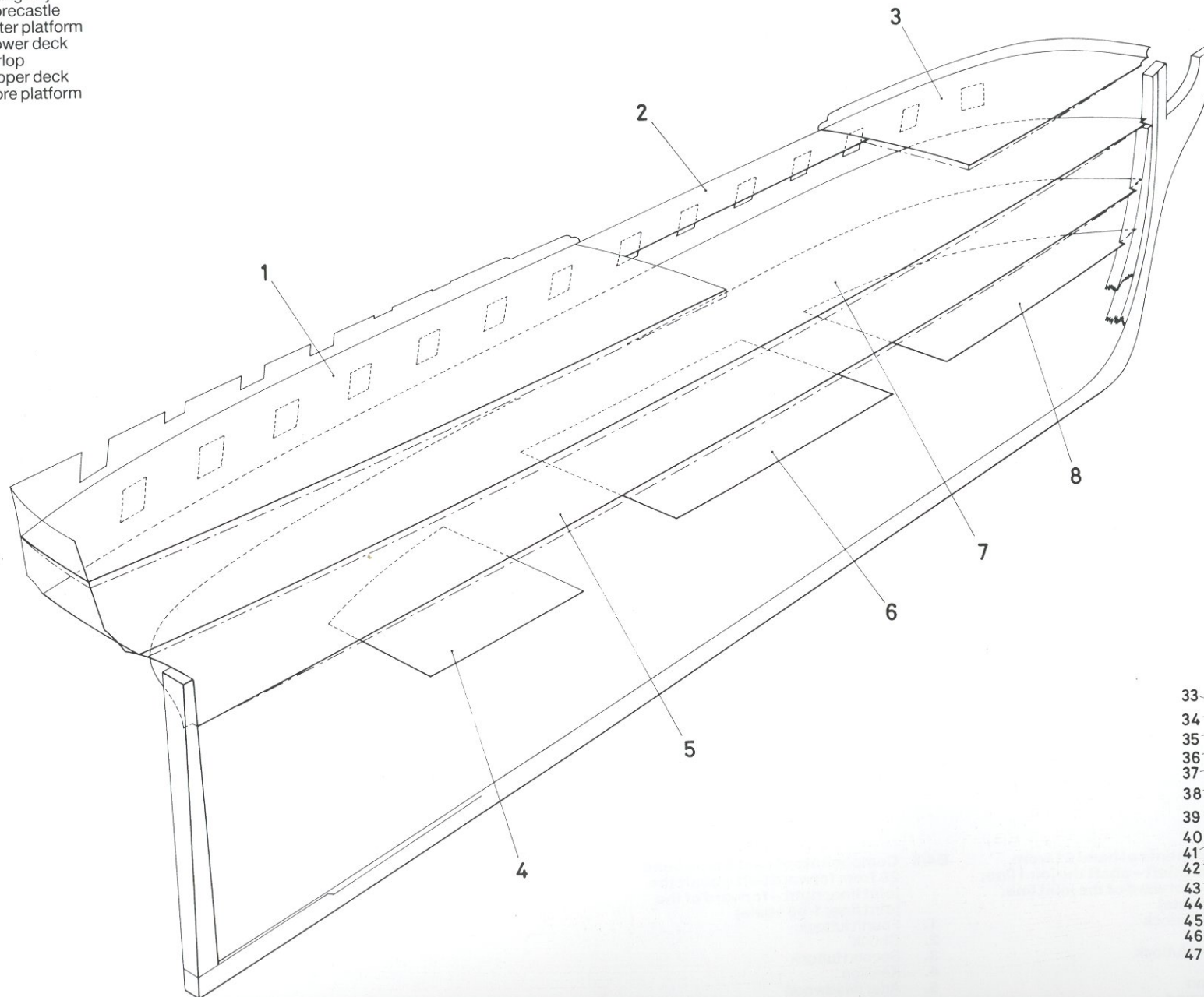
1. Fourth futtock
2. Chock
3. Second futtock
4. Keelson
5. After deadwood
6. Keel
7. False keel
8. Toptimber
9. Third futtock
10. Lower futtock

C Internal hull

C1 ARRANGEMENTS

C1/1 Position of decks, in perspective (no scale)

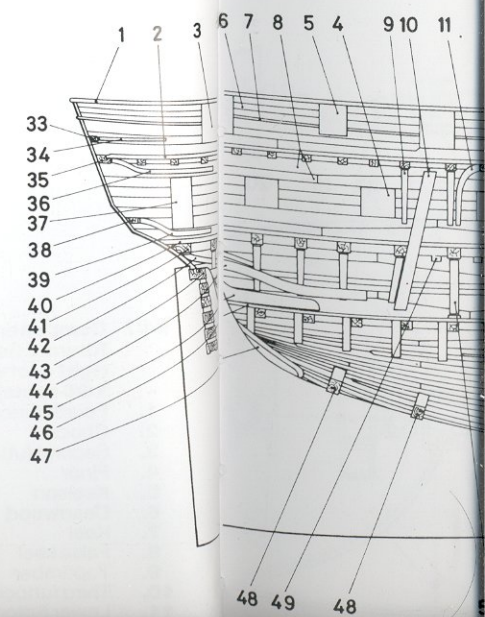
1. Quarterdeck
2. Gangway
3. Forecastle
4. After platform
5. Lower deck
6. Orlop
7. Upper deck
8. Fore platform



C1/2 Hull at side (no scale)

1. Rough tree rail
2. Quarterdeck w
3. 32-pounder ca
4. 18-pounder g
5. 9-pounder gu
6. Quarterdeck b
7. Quarterdeck p
8. Quarterdeck o
9. Iron hanging tr
10. Top rider
11. Iron cast knee
12. Quarterdeck s
13. Wooden dagg
14. Oar port
15. Wooden hang
16. Iron dagger kn
17. Quarterdeck b
18. Gunwale
19. Skid beam
20. String

C1/2



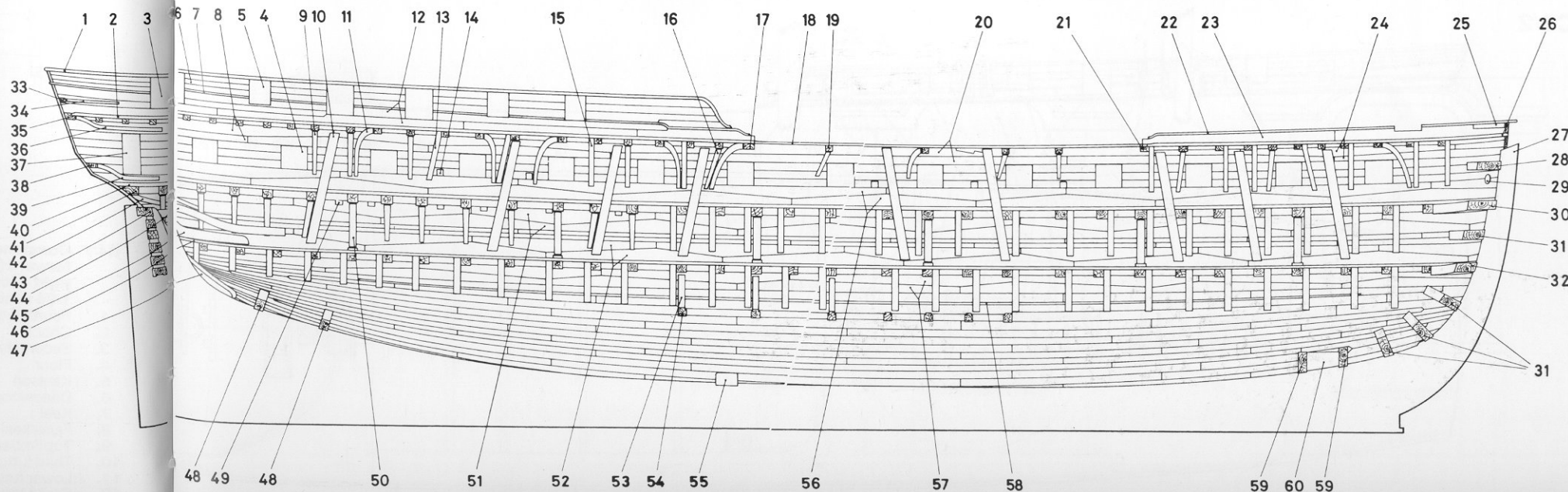
C1/2 Hull at side (1/192 scale)

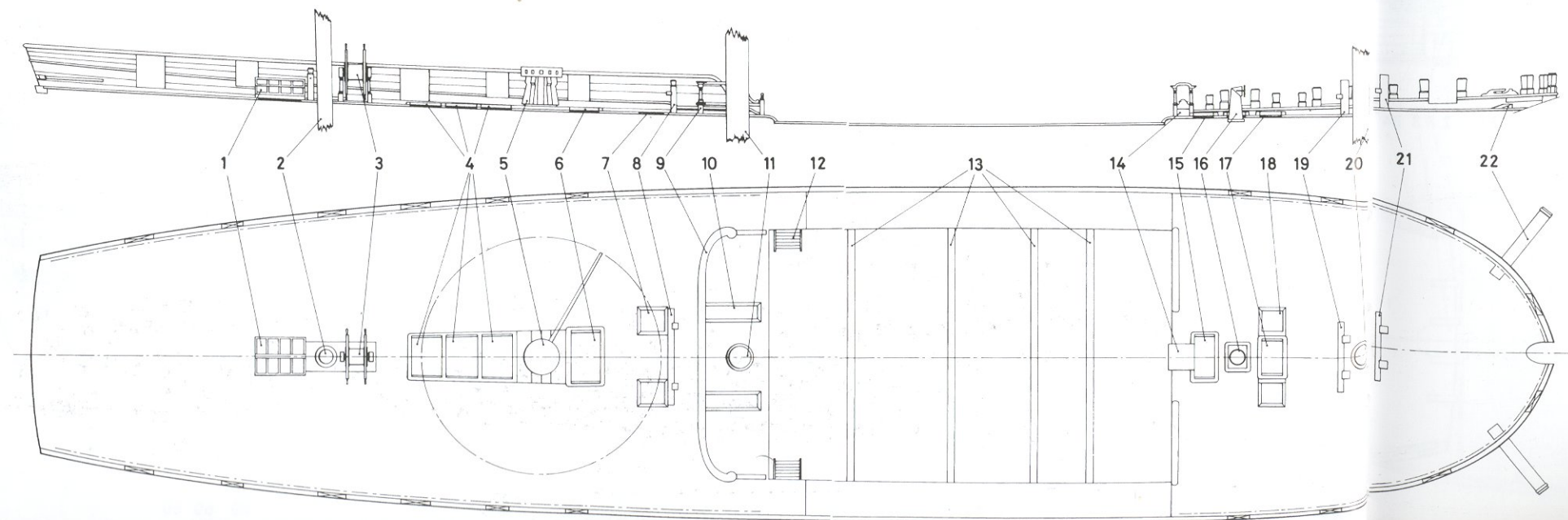
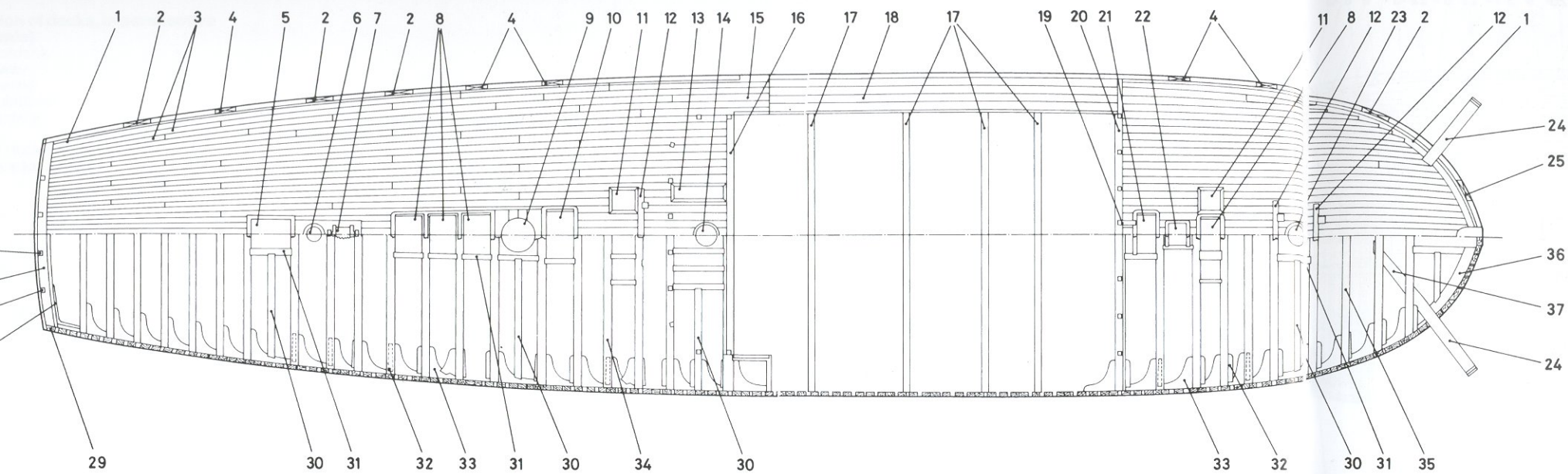
1. Rough tree rail
2. Quarterdeck waterway
3. 32-pounder carronade port
4. 18-pounder gun port
5. 9-pounder gun port
6. Quarterdeck berthing
7. Quarterdeck plansheer
8. Quarterdeck clamp
9. Iron hanging tree
10. Top rider
11. Iron cast knee
12. Quarterdeck spirketting
13. Wooden dagger knee
14. Oar port
15. Wooden hanging knee
16. Iron dagger knee
17. Quarterdeck breast beam
18. Gunwale
19. Skid beam
20. String

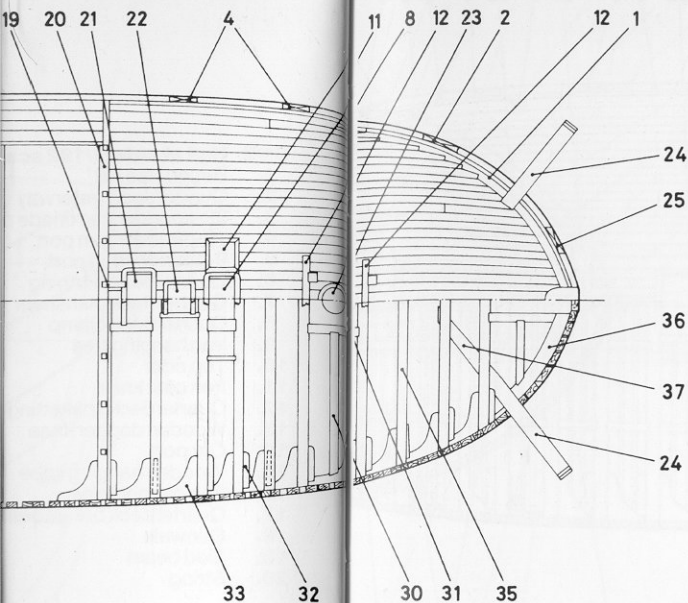
21. Forecastle breast beam
22. Forecastle plansheer
23. Forecastle spirketting
24. Forecastle clamp
25. Iron hook over bowsprit
26. Forecastle waterway
27. Stem
28. Hawse hook
29. Hawse hole
30. Upper deck hook
31. Breast hook
32. Lower deck hook
33. Transom on the quarterdeck
34. Iron knee to the transom on the quarterdeck
35. Quarterdeck transom
36. Iron knee to the quarterdeck transom
37. Quarter gallery doorway
38. Seat transom
39. Iron knee to the seat transom
40. Upper deck waterway

41. Upper deck transom
42. Iron knee to the upper deck transom
43. Wing transom
44. Wooden knee to the wing transom
45. Diagonal transom knee
46. Lower deck waterway
47. Sleeper (pointer)
48. Crutch
49. Cabin scuttle
50. Combined iron standard and hanging knee
51. Upper deck clamp
52. Lower deck spirketting
53. Wooden standard
54. Orlop beam
55. Main mast step
56. Upper deck spirketting
57. Lower deck clamp
58. Air space
59. Fore mast step hooks
60. Fore mast step

C1/2







C2 QUARTERDECK AND FORECASTLE

C2/1 Plan of structure (1/192 scale)

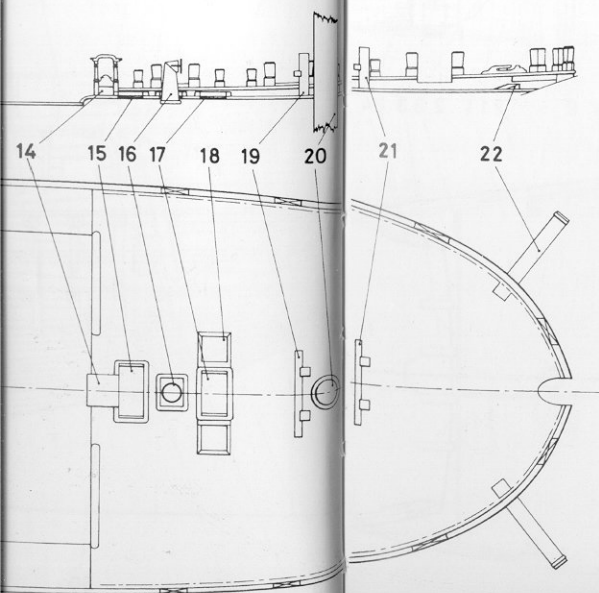
1. Waterway
2. 32-pounder carronade port
3. Two oak strakes next to the waterway
4. 9-pounder gun port
5. Companion
6. Mizzen mast
7. Wheel
8. Gratings
9. Capstan
10. Ladderway
11. Top-tackle scuttle
12. Bitts
13. Pump scuttle
14. Main mast
15. Fixed part of gangway
16. Quarterdeck breast beam
17. Skid beams
18. Gangway
19. Belfry stanchions
20. Forecastle breast beam
21. Steam grating
22. Funnel
23. Fore mast
24. Cathead
25. Chase port
26. Iron transom knee
27. Counter timber
28. Deck transom
29. Side counter timber
30. Half beam
31. Carling
32. Hanging knee
33. Lodging knee
34. Quarterdeck beam
35. Forecastle beam
36. Deck hook
37. Cat tail

C2/2 Arrangement of fittings (1/192 scale)

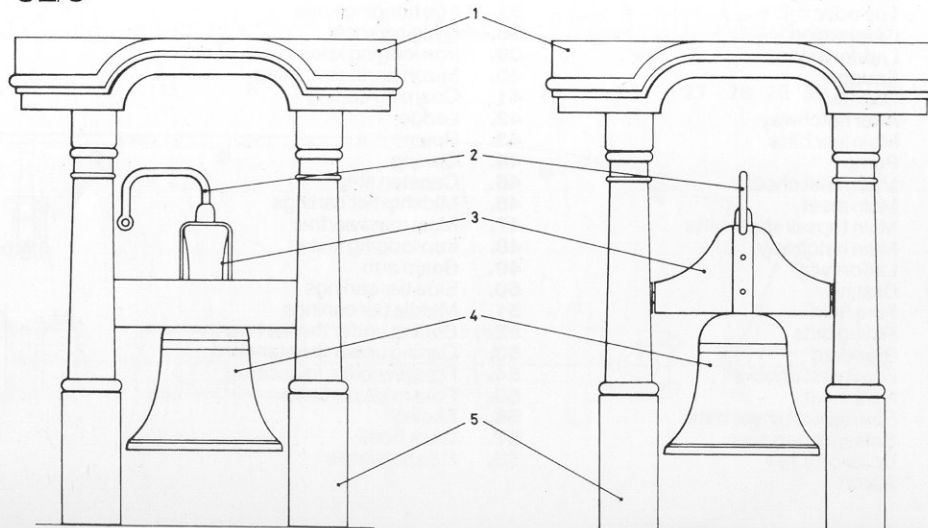
1. Companion
2. Mizzen mast
3. Wheel
4. Gratings
5. Upper capstan
6. Ladderway
7. Main top-tackle scuttle
8. Brace bitts
9. Breast rail
10. Pump scuttle
11. Main mast
12. Ladder
13. Skid beams
14. Belfry
15. Steam grating
16. Funnel
17. Grating
18. Fore top-tackle scuttle
19. Fore jeer bitts
20. Fore mast
21. Fore topsail sheet bitts
22. Cathead

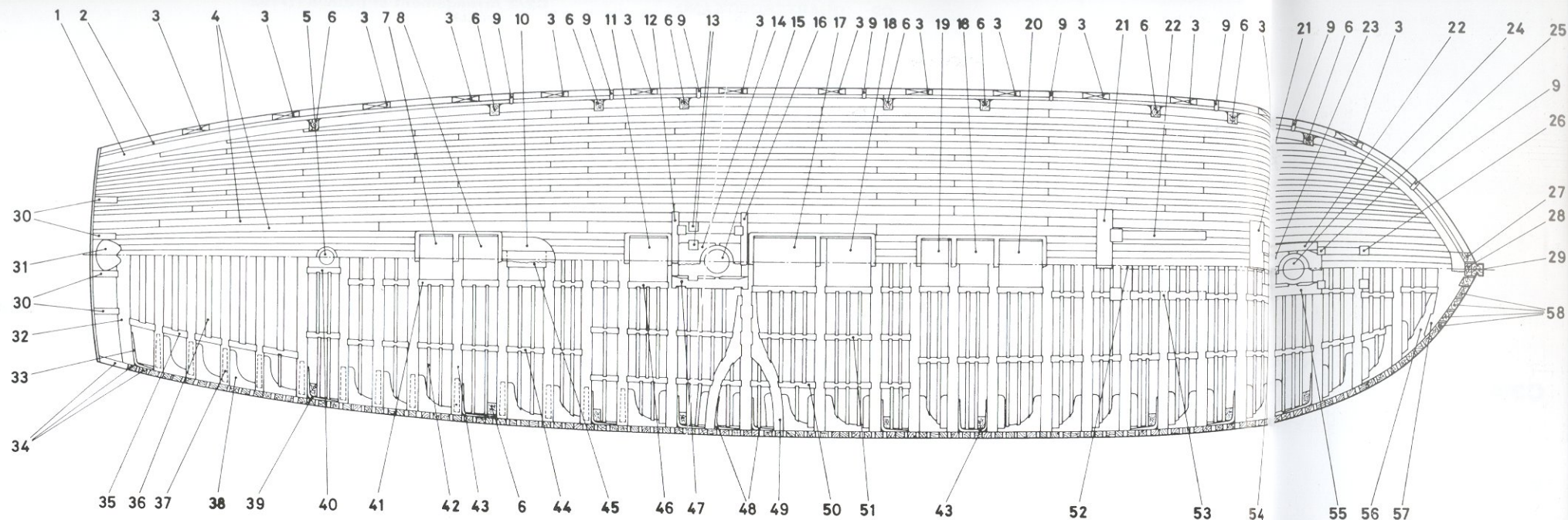
C2/3 Belfry (right-after elevation; left-starboard elevation; 1/32 scale)

1. Canopy
2. Iron bell strap or crank
3. Bell beam
4. Bell
5. Stanchion



C2/3





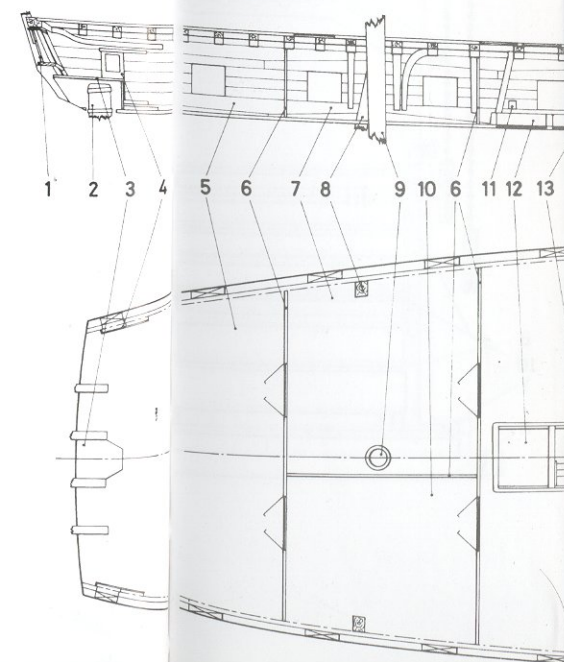
C3 UPPER DECK

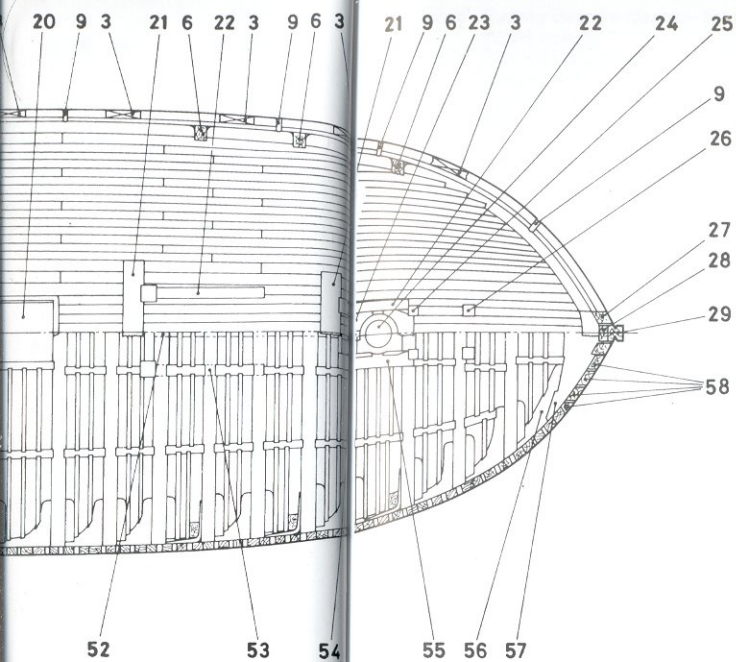
C3/1 Plan of structure (1/192 scale)

1. Waterway
2. Spirketting
3. 18-pounder gun port
4. Binding strakes
5. Mizzen mast
6. Top rider
7. Companion
8. Ladderway
9. Scupper
10. Capstan
11. After hatchway
12. Main jeer bits
13. Pump
14. Main mast chocks
15. Main mast
16. Main topsail sheet bits
17. Main hatchway
18. Ladderway
19. Grating
20. Fore hold
21. Riding bits
22. Standard
23. Fore mast chocks
24. Fore mast
25. Fore topsail sheet bits
26. Bowsprit partners
27. Bollard timber
28. Apron

29. Stem
30. Counter timbers
31. Helm port
32. Deck transom
33. Iron transom knee
34. Side counter timber
35. Half beam carling
36. Half beam
37. Iron hanging knee
38. Lodging knee
39. Iron lodging knee in way of rider
40. Mizzen partners carling
41. Coaming carling
42. Ledge
43. Beam
44. Carling
45. Capstan step
46. Midship tier carlings
47. Main mast partner
48. Iron lodging knees
49. Beam arm
50. Side tier carlings
51. Middle tier carlings
52. Carling under the fire hearth
53. Carling under the standard
54. Fore jeer bits, lower arm
55. Fore mast partners
56. Ekeing
57. Deck hook
58. Hawse pieces

C3/2

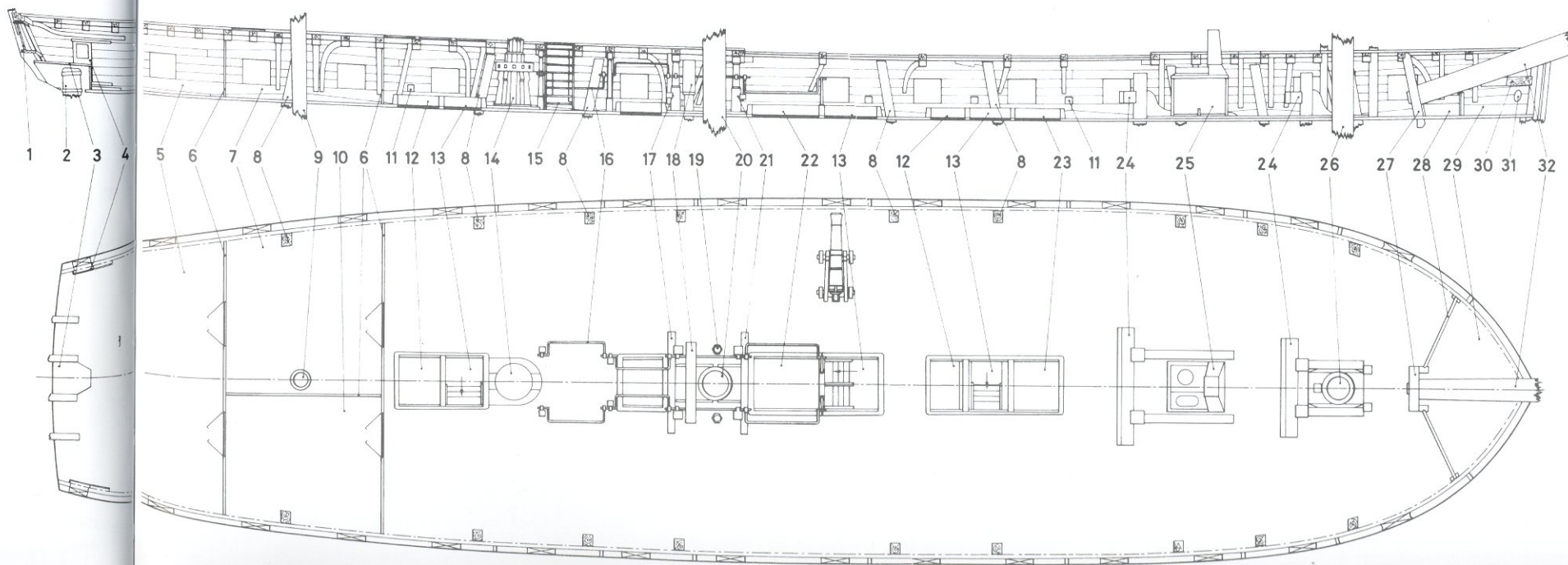




C3/2 Arrangement of fittings (1/192 scale)

1. Great cabin lights
2. Rudder head
3. Rudder casing
4. Sliding door to quarter gallery
5. Great cabin
6. Bulkhead
7. Coach
8. Rider
9. Mizzen mast
10. Bed place
11. Oar port
12. Grating
13. Ladderway to lower deck
14. Lower capstan
15. Ladder to quarterdeck
16. Chain pump brake
17. Main jeer bitts
18. Chain pump cistern
19. Elm tree pump
20. Main mast
21. Main topsail sheet bitts
22. Main hatchway
23. Fore hatchway
24. Riding bitts
25. Galley stove
26. Fore mast
27. Bowsprit step
28. Manger boards
29. Manger
30. Hawse hook
31. Hawse hole
32. Bowsprit

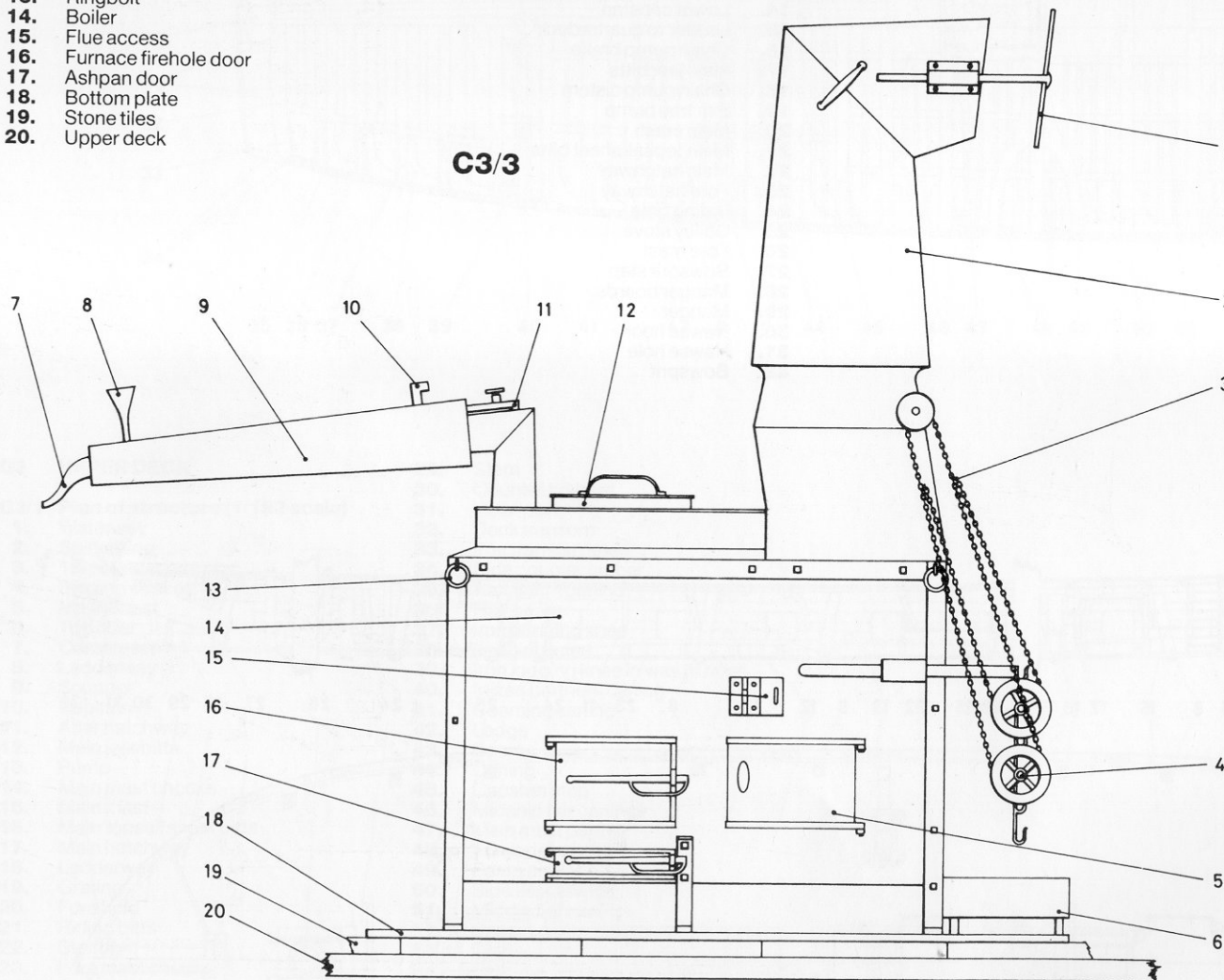
C3/2



C3/3 Galley Brodie stove – starboard side (1/24 scale)

1. Adjustable baffle plate
2. Swivelling funnel
3. Chain drive from smoke jack to spits
4. Lower spit
5. Oven door
6. Drip tray
7. Condenser delivery pipe
8. Condenser cooling water inlet
9. Condenser cooling water jacket
10. Condenser cooling water overflow
11. Boiler feed
12. Boiler lid
13. Ringbolt
14. Boiler
15. Flue access
16. Furnace firehole door
17. Ashpan door
18. Bottom plate
19. Stone tiles
20. Upper deck

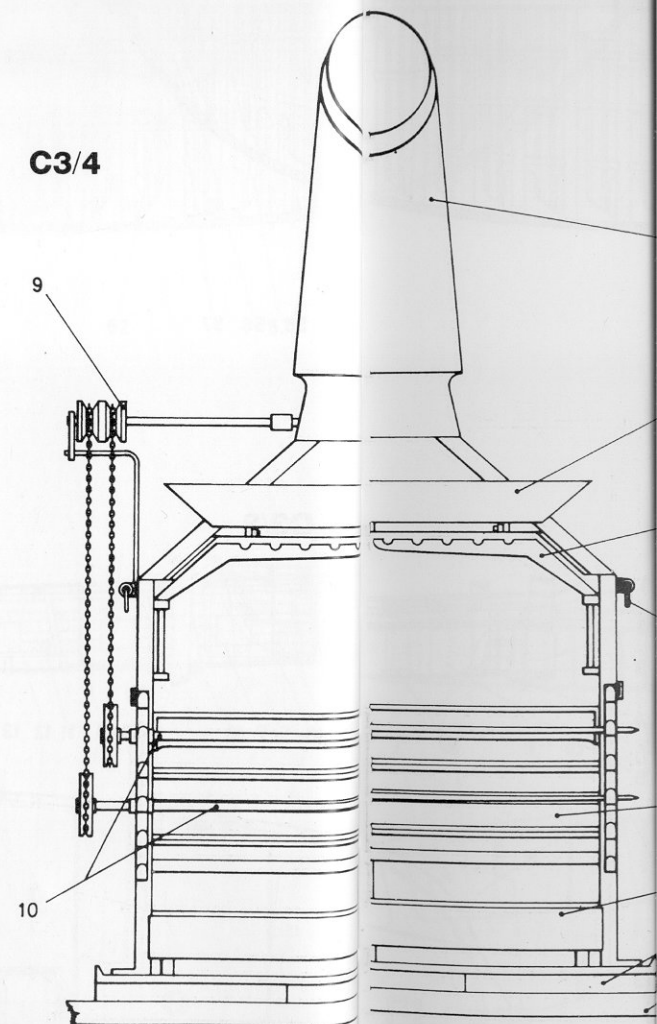
C3/3



C3/4 Galley Brodie stove (1/24 scale)

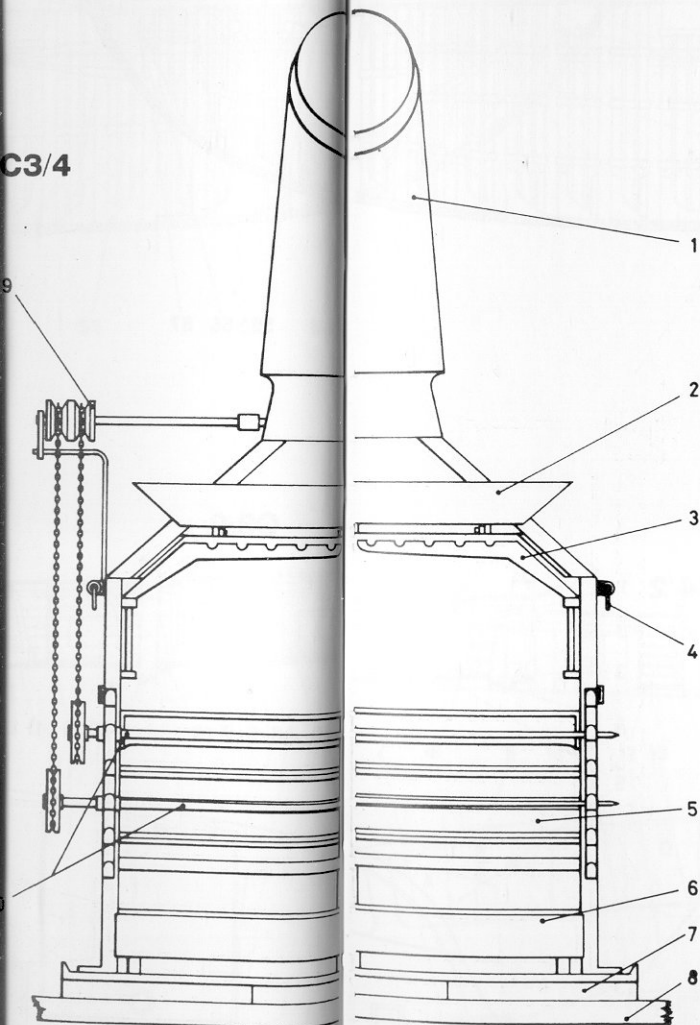
1. Swivelling funnel
2. Hinged flap
3. Swinging suspension
4. Ringbolt
5. Range grate
6. Drip pan
7. Stone tiles
8. Upper deck
9. Upper chain wheel
10. Spits

C3/4

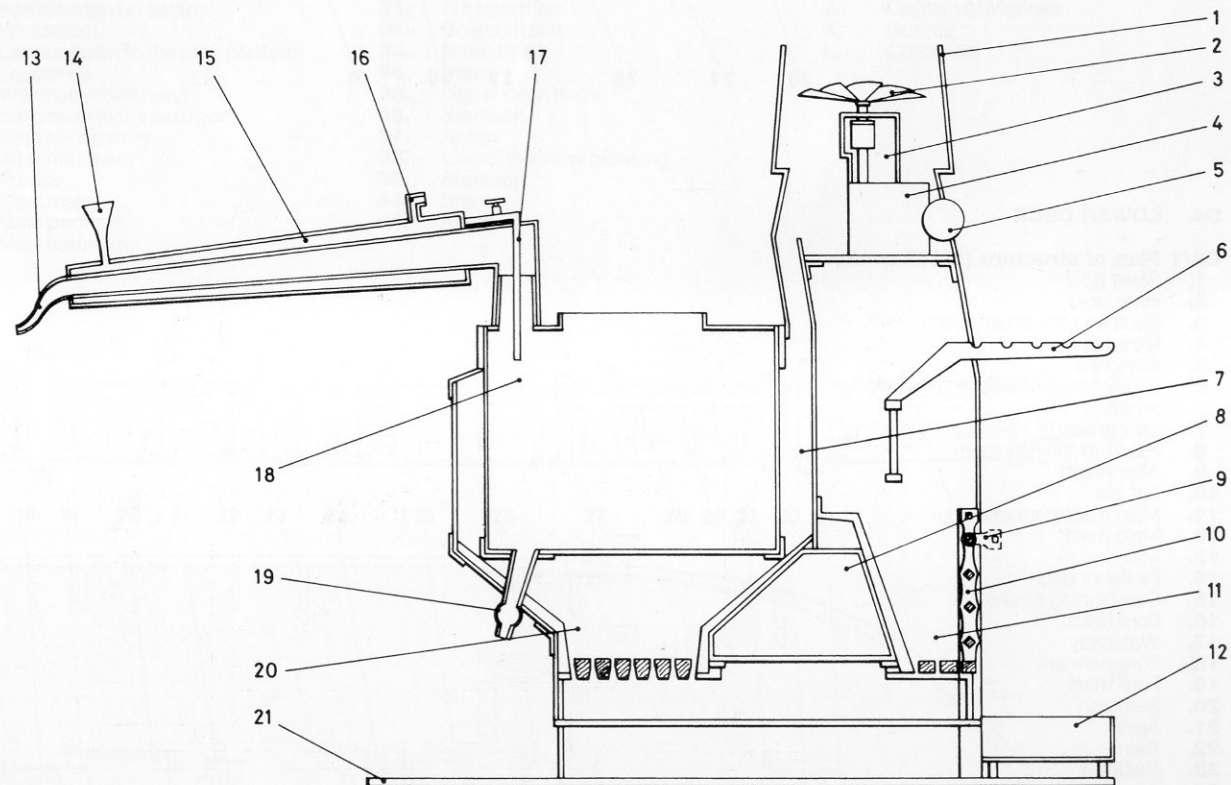


**C3/4 Galley Brodie stove – fore side
(1/24 scale)**

1. Swivelling funnel
2. Hinged flap
3. Swinging suspension arms
4. Ringbolt
5. Range grate
6. Drip pan
7. Stone tiles
8. Upper deck
9. Upper chain wheel of spit drive
10. Spits



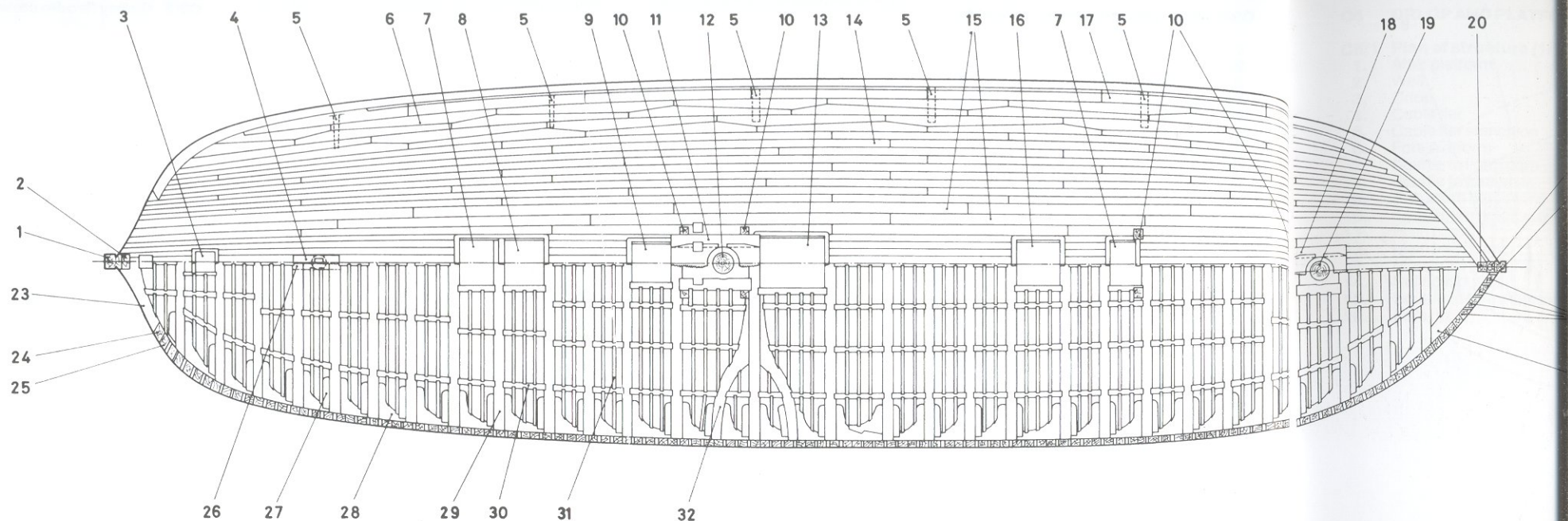
C3/5



**C3/5 Galley Brodie stove – section
(1/24 scale)**

1. Chimney
2. Impeller
3. Smoke jack
4. Gear box
5. Upper chain wheel
6. Swinging suspension arm
7. Flue
8. Oven
9. Drop bar
10. Front bars
11. Range grate
12. Drip tray
13. Condenser delivery pipe
14. Condenser cooling water inlet
15. Condenser cooling water jacket
16. Condenser cooling water overflow
17. Boiler feed
18. Boiler
19. Cock
20. Furnace
21. Bottom plate

C4/1

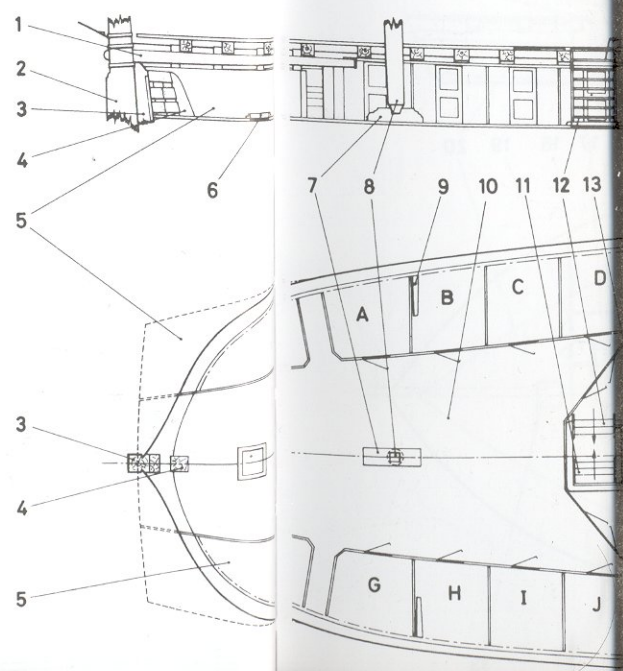


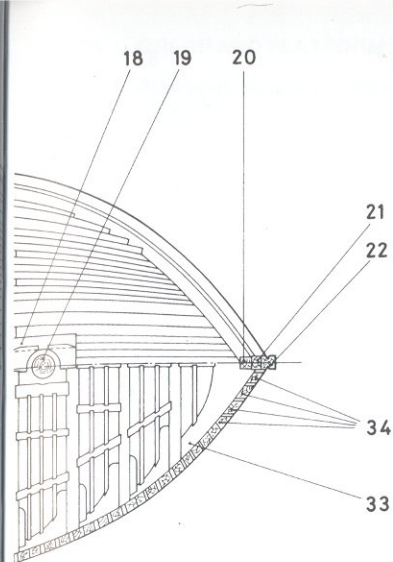
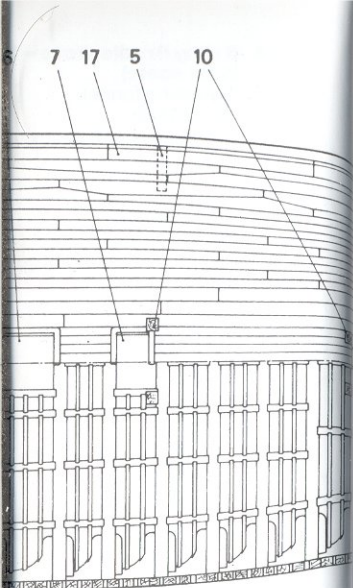
C4 LOWER DECK

C4/1 Plan of structure (1/192 scale)

1. Stern post
2. Inner post
3. Scuttle to the bread room
4. Mizzen step
5. Standard
6. Four strakes of oak planking worked top and butt
7. Ladderway
8. Hatch to the fish room
9. After hatch
10. Bitt pin
11. Main mast partners
12. Main mast
13. Main hatch
14. Fir flat of deck
15. Oak binding strake
16. Fore hatch
17. Waterway
18. Fore partners
19. Fore mast
20. Stemson
21. Apron
22. Stem
23. Deck transom
24. After fashion piece
25. Forward fashion piece
26. Carling under the mizen step
27. Hanging knee
28. Lodging knee
29. Beam
30. Carling
31. Ledge
32. Beam arm
33. Deck hook
34. Hawse pieces

C4/2





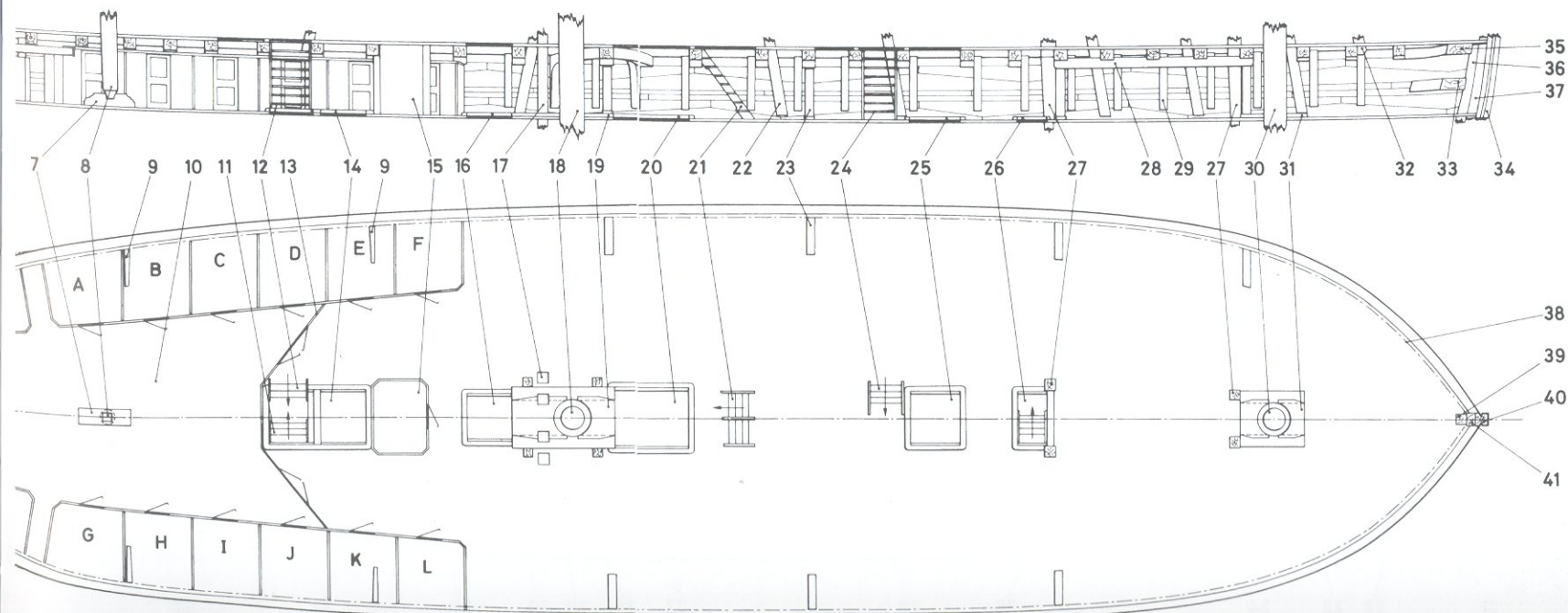
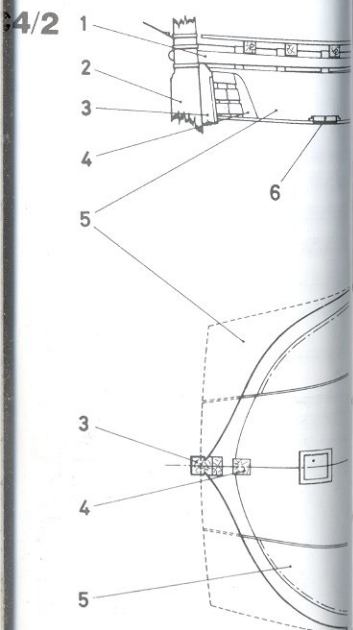
C4/2 Arrangement of fittings (1/192 scale)

1. Tiller
2. Rudder
3. Stern post
4. Sternson knee
5. Bread bins
6. Scuttle to the bread room
7. Mizzen step
8. Mizzen mast
9. Iron standard in cabins
10. Wardroom
11. Ladder down to the after platform
12. Ladder up
13. Wardroom bulkhead
14. Hatchway to the fish room
15. Captain's pantry
16. After hatchway
17. Pumps
18. Main mast
19. Main partners
20. Main hatchway

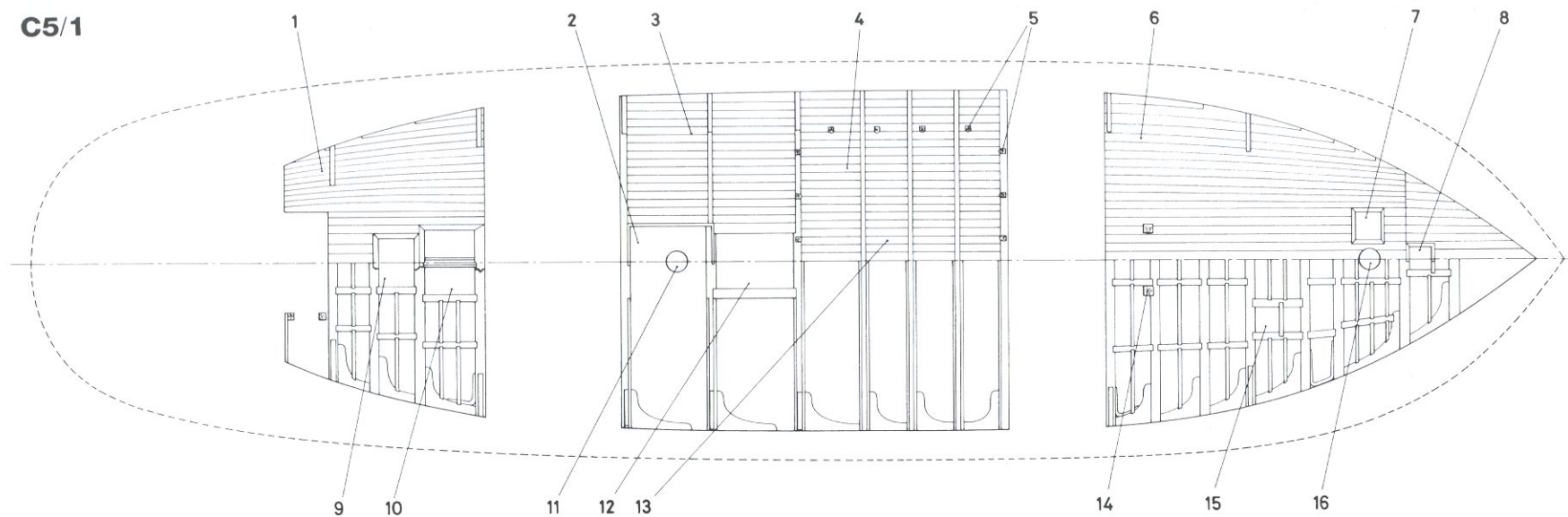
21. Ladder up to the waist
22. Top rider
23. Wooden standard
24. Ladder up to the waist
25. Fore hatchway
26. Ladder down to the fore platform
27. Bitt pin
28. Carling under the fire place
29. Hanging knee
30. Fore mast
31. Fore partner
32. Bowsprit step
33. Breasthook
34. Stem
35. Upper deck hook
36. Stemson
37. Apron
38. Line of the inner planking
39. Stemson
40. Stem
41. Apron

Cabins

- A. Purser
- B. Third Lieutenant
- C. Master
- D. Lieutenant of Marines
- E. Captain's Clerk
- F. Boatswain
- G. Surgeon
- H. First Lieutenant
- I. Second Lieutenant
- J. Captain of Marines
- K. Gunner
- L. Carpenter



C5/1

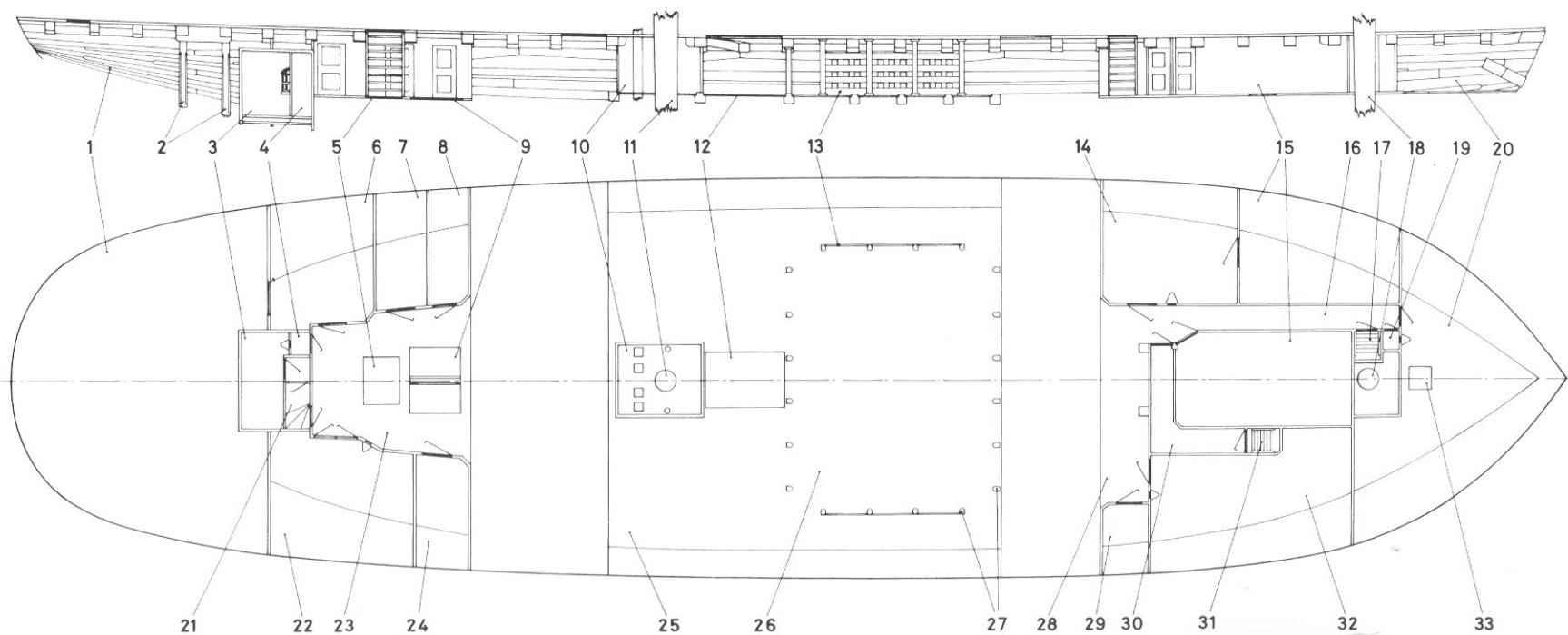


C5 ORLOP AND PL

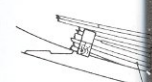
C5/1 Plan of structure

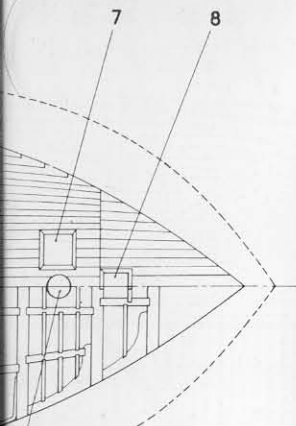
1. After platform
2. Well
3. Orlop
4. Cable tier
5. Cable tier stanchion
6. Fore platform
7. Scuttle to light port
8. Scuttle to fore platform
9. Fish room hatch
10. Spirit room hatch
11. Main mast
12. Main hatchway
13. Moveable plank
14. Riding bitt pins
15. Scuttle to fore mast
16. Fore mast

C5/2



C6/1





C5 ORLOP AND PLATFORMS

C5/1 Plan of structure (1/192 scale)

1. After platform
2. Well
3. Orlop
4. Cable tier
5. Cable tier stanchion
6. Fore platform
7. Scuttle to light room
8. Scuttle to fore peak
9. Fish room hatchway
10. Spirit room hatchway
11. Main mast
12. Main hatchway
13. Moveable planking
14. Riding bitt pins
15. Scuttle to fore magazine
16. Fore mast

C5/2 Arrangement of fittings (1/192 scale)

1. Bread room
2. Pillars to mizen mast step
3. After magazine
4. Light room
5. Fish room hatchway
6. Steward's room
7. Slop room
8. Marine clothing room
9. Spirit room hatchway
10. Well
11. Main mast
12. Main hatchway
13. Lattice bulkhead
14. Boatswain's store room
15. Sail room
16. Passage to gunner's store and light rooms

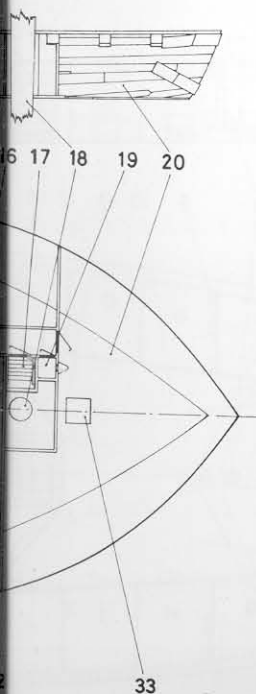
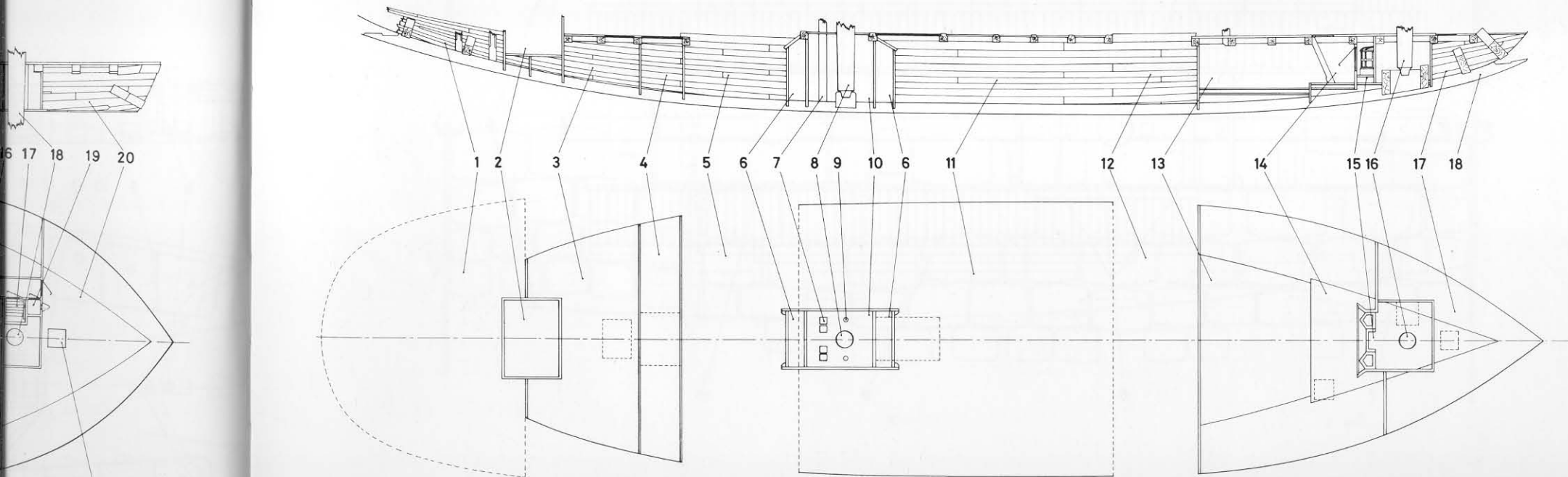
17. Ladder to magazine light room
18. Fore mast
19. Light room
20. Gunner's store
21. Passage to after magazine
22. Captain's store room
23. After platform (cockpit)
24. Lieutenant's store room
25. Orlop
26. Cable tier
27. Cable tier stanchions
28. Fore platform
29. Pitch room
30. Passage to fore magazine
31. Ladder to fore magazine
32. Carpenter's store room
33. Scuttle to fore peak

C6 HOLD

C6/1 Arrangement of fittings (1/192 scale)

1. Bread room
2. After magazine
3. Fish room
4. Spirit room
5. After hold
6. Shot locker
7. Chain pump
8. Main mast
9. Elm tree pump
10. Well
11. Main hold
12. Fore hold
13. Forward magazine
14. Filling room
15. Light room
16. Fore mast
17. Fore peak
18. Keelson

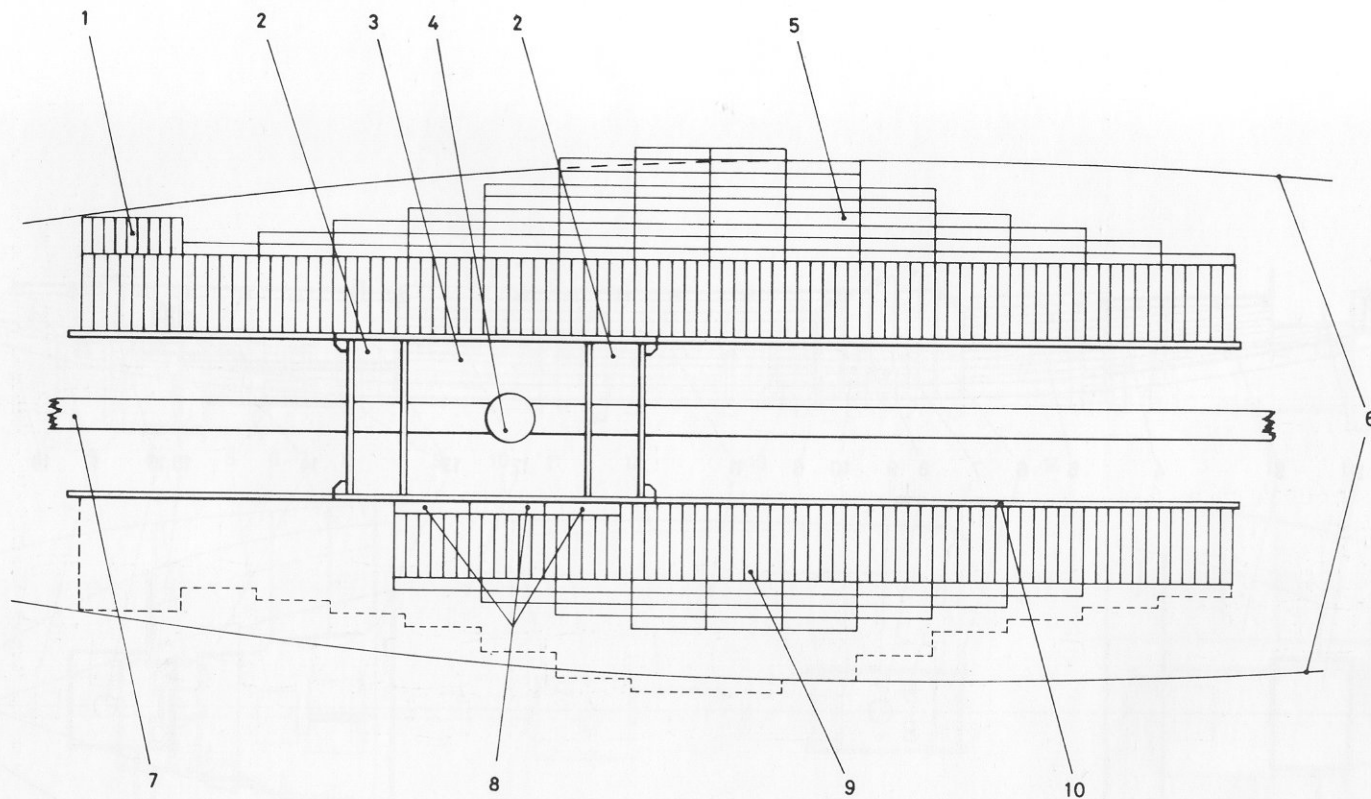
C6/1



C6/2 Stowage of iron ballast (1/96 scale)

1. Ground tier half pigs
2. Shot locker
3. Well
4. Main mast
5. Ground tier whole pigs
6. Line of floor heads
7. Keelson
8. Third tier
9. Second tier
10. Ballast cant

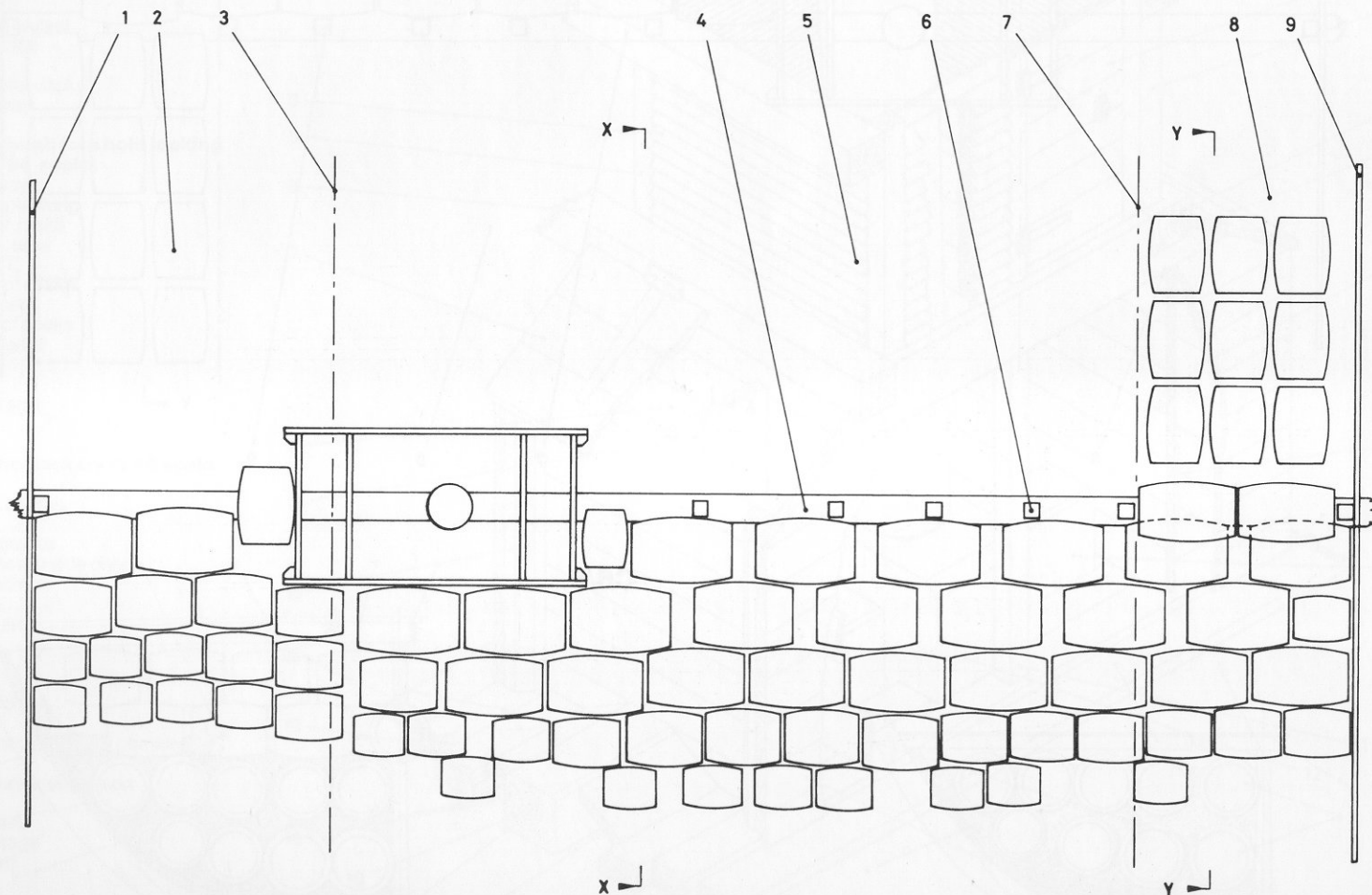
C6/2



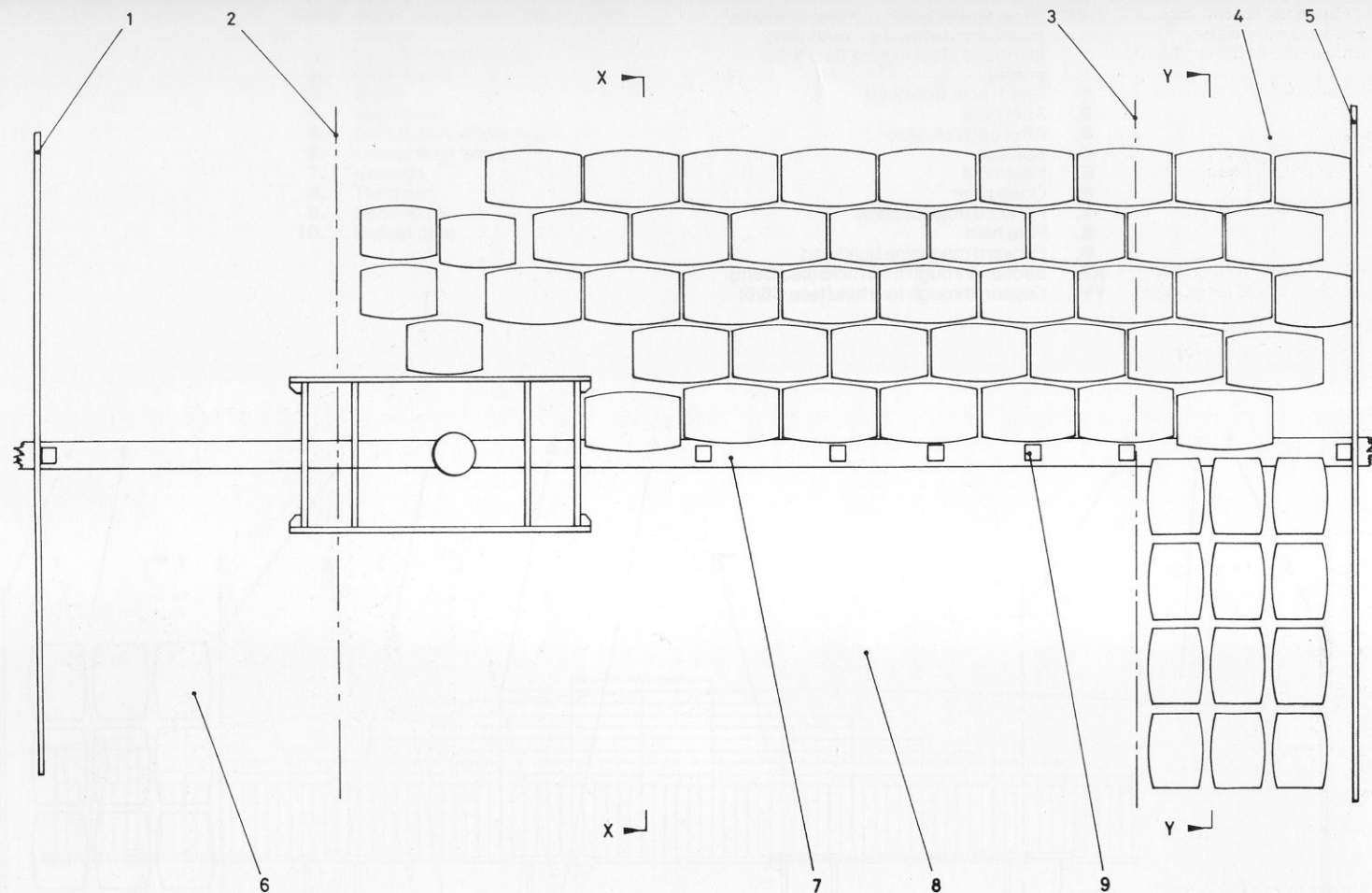
**C6/3 Stowage of beer and water casks
(starboard side – ground tier;
larboard side – third tier; 1/96
scale)**

1. Spirit room bulkhead
 2. After hold
 3. After edge of orlop
 4. Keelson
 5. Main hold
 6. Orlop pillar
 7. Forward edge of orlop
 8. Fore hold
 9. Forward magazine bulkhead
- XX** Section through main hold (see C6/5)
YY Section through fore hold (see C6/6)

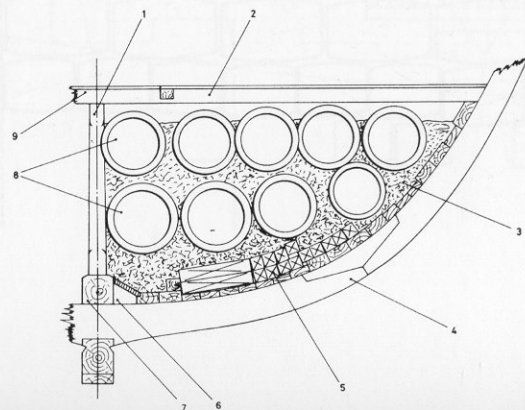
C6/3



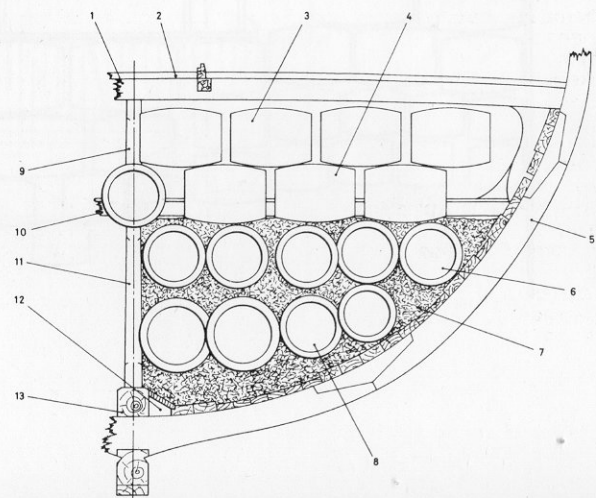
C6/4



C6/5



C6/6



**C6/4 Stowage of beer and water casks
(larboard side – second tier;
starboard side – fourth tier; 1/96
scale)**

1. Spirit room bulkhead
2. After edge of orlop
3. Forward edge of orlop
4. Fore hold
5. Forward magazine bulkhead
6. After hold
7. Keelson
8. Main hold
9. Orlop pillar
- XX Section through main hold (see C6/5)
- YY Section through fore hold (see C6/6)

C6/7

**C6/5 Section through main hold
looking forward (1/96 scale)**

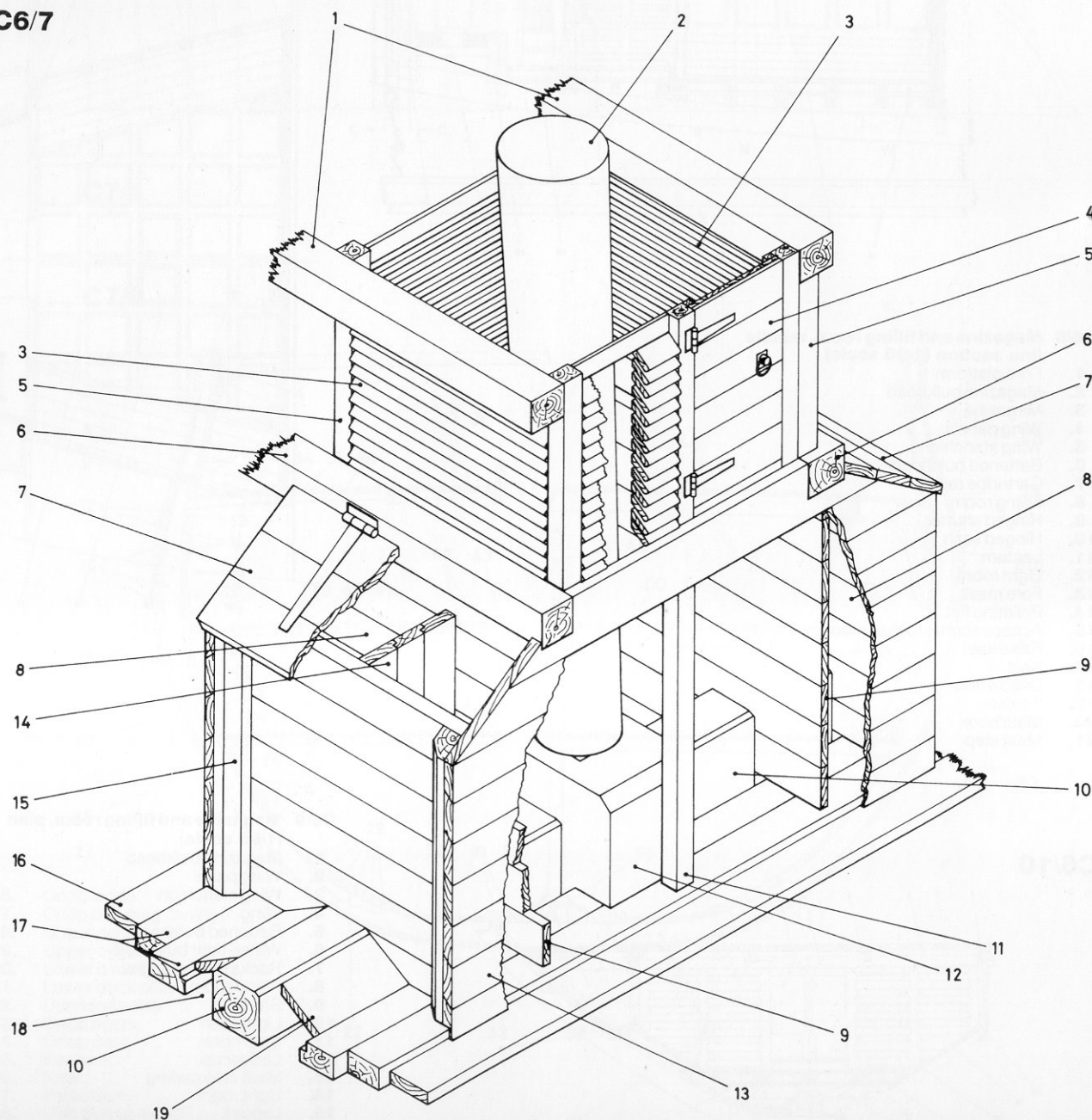
1. Orlop pillar
2. Orlop beam
3. Shingle ballast
4. Frame bend 3
5. Cast iron pig ballast
6. Limber passage
7. Keelson
8. Beer and water casks
9. Main hatchway

**C6/6 Section through fore hold looking
forward (1/96 scale)**

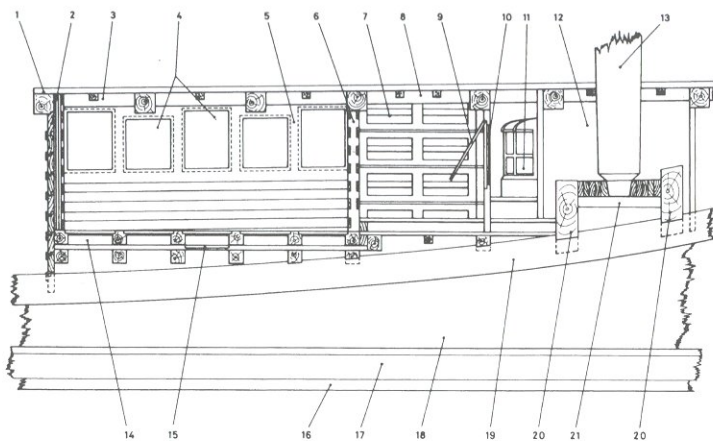
1. Fore hatchway
2. Lower deck planking
3. Fourth tier of casks
4. Third tier of casks
5. Frame bend E
6. Second tier of casks
7. Shingle ballast
8. Ground tier of casks
9. Lower deck pillar
10. Orlop beam
11. Orlop pillar
12. Limber passage
13. Keelson

**C6/7 Well and shot lockers (1/48 scale
isometric)**

1. Lower deck beams
2. Main mast
3. Loovered battens
4. Door – starboard side only
5. Corner stanchion
6. Orlop beam
7. Shot locker lid
8. Shot locker
9. Bulkhead
10. Keelson
11. Middle stanchion
12. Mast step
13. Syphered [bevel-edged] planking
14. Partition
15. Harris cut corner stanchion
16. Footwaling
17. Limber strakes
18. Limber passage
19. Limber board



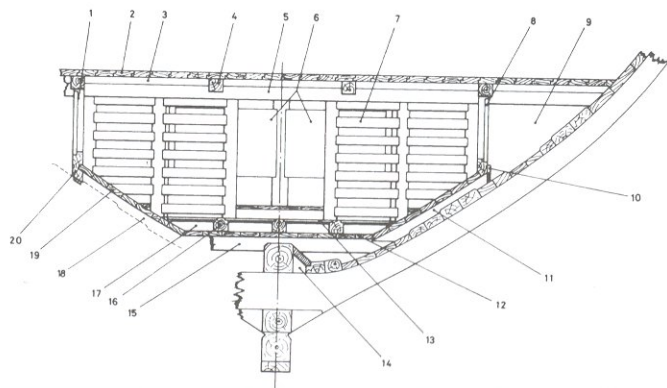
C6/8



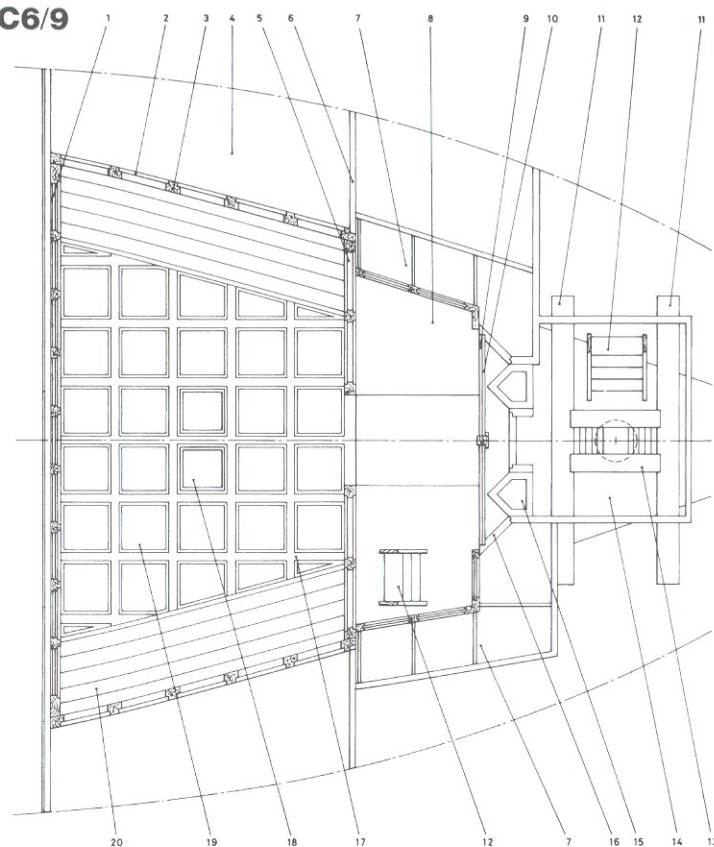
C6/8 Magazine and filling room, middle line section (1/96 scale)

1. Fore platform
2. Magazine bulkhead
3. Magazine
4. Wing panels
5. Wing stanchions
6. Battened bulkhead
7. Cartridge rack
8. Filling room
9. Hinged shutter
10. Hinged sash
11. Lantern
12. Light room
13. Fore mast
14. Palleting flat
15. Access scuttle to the limber
16. False keel
17. Keel
18. Deadwood
19. Keelson
20. Mast hook
21. Mast step

C6/10



C6/9

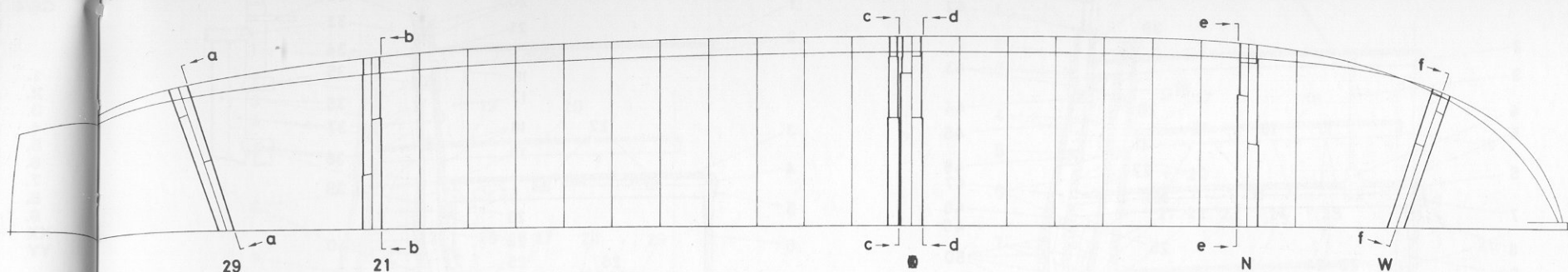


C6/9 Magazine and filling room, plan (1/96 scale)

1. Magazine bulkhead
2. Wing panel
3. Wing stanchion
4. Wing
5. Battened bulkhead
6. Water-tight bulkhead
7. Racks for cartridges
8. Filling room
9. Shutter
10. Light sash
11. Step hook
12. Ladder up
13. Mast step carling
14. Light room
15. Lantern
16. Spla board
17. Magazine
18. Access scuttle to limber
19. Palleting
20. Watercourse flat

C6/10 Section through the fore end of the magazine looking forward (1/96 scale)

1. Wing stanchion
2. Fore platform
3. Ledge
4. Carling
5. Beam
6. Shutters to sash lights
7. Battened bulkhead
8. Wing panel
9. Water-tight wing bulkhead
10. Perforated board
11. Watercourse chock
12. Magazine flat
13. Palleting
14. Limber passage
15. Magazine flat beam
16. Palleting carling
17. Palleting beam
18. Watercourse
19. Watercourse flat
20. Sill



C7 SECTIONS

C7/1 Location plan of sections in C7/2 to C7/6 (1/192 scale)

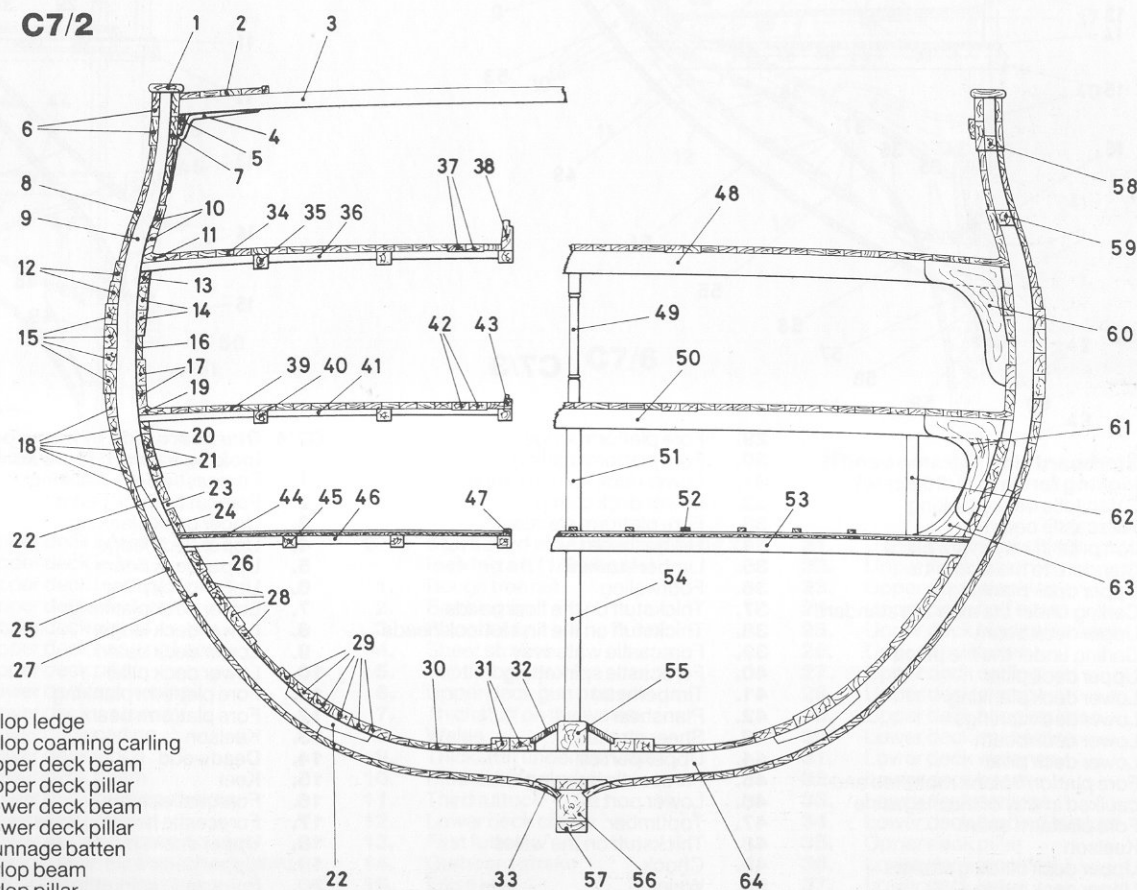
- aa Frame bend 29
- bb Frame bend 21
- cc Midship frame bend
- dd Midship frame bend
- ee Frame bend N
- ff Frame bend W

C7/2 Amidships (1/96 scale)

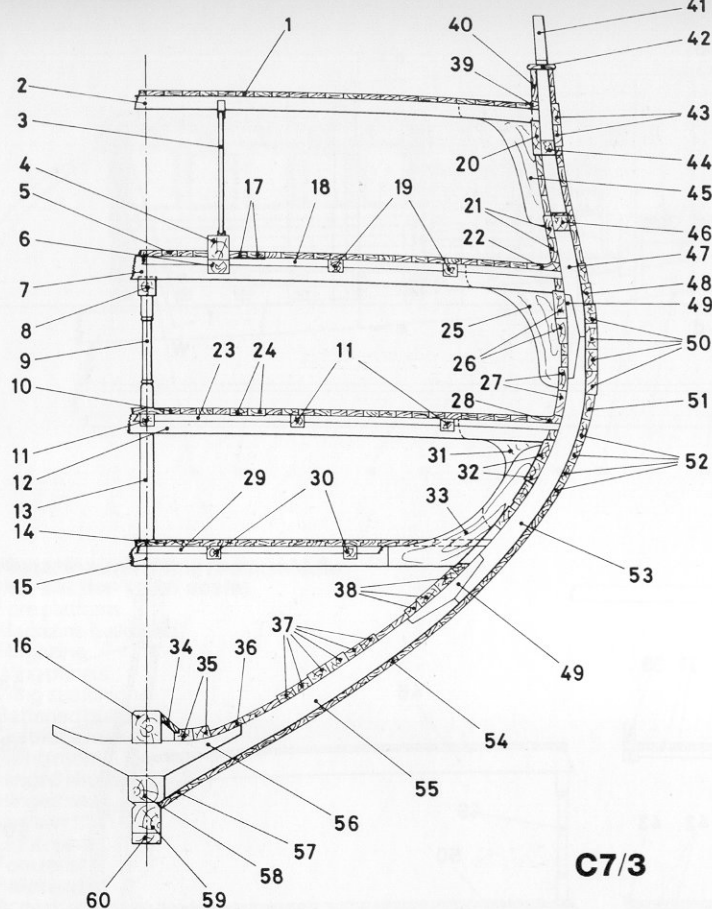
- 1. Gunwale
- 2. Gangboards
- 3. Skid beam
- 4. Skid beam iron knee
- 5. Skid beam clamp
- 6. Sheer strakes
- 7. String
- 8. Plank of the side
- 9. Fourth futtock
- 10. Upper deck spirketting
- 11. Upper deck waterway
- 12. Thickstuff on the wales
- 13. Filling piece
- 14. Upper deck clamps
- 15. Wales
- 16. Quickwork
- 17. Lower deck spirketting
- 18. Thickstuff under the wale and the diminishing strakes
- 19. Lower deck waterway
- 20. Filling piece
- 21. Lower deck clamps
- 22. Filling chock
- 23. Air space
- 24. Strake on the end of the orlop beam
- 25. Plank of the bottom
- 26. Orlop clamp
- 27. Second futtock
- 28. Thickstuff on the first futtock head
- 29. Thickstuff on the floor head
- 30. Footwaling
- 31. Limber strakes
- 32. Limber board
- 33. Garboard strake
- 34. Upper deck plank
- 35. Upper deck carling
- 36. Upper deck ledge
- 37. Upper deck binding strakes
- 38. Upper deck hatch coaming carling
- 39. Lower deck plank
- 40. Lower deck carling
- 41. Lower deck ledge
- 42. Lower deck binding strakes
- 43. Lower deck coaming carling
- 44. Orlop plank
- 45. Orlop carling

C7/1

C7/2



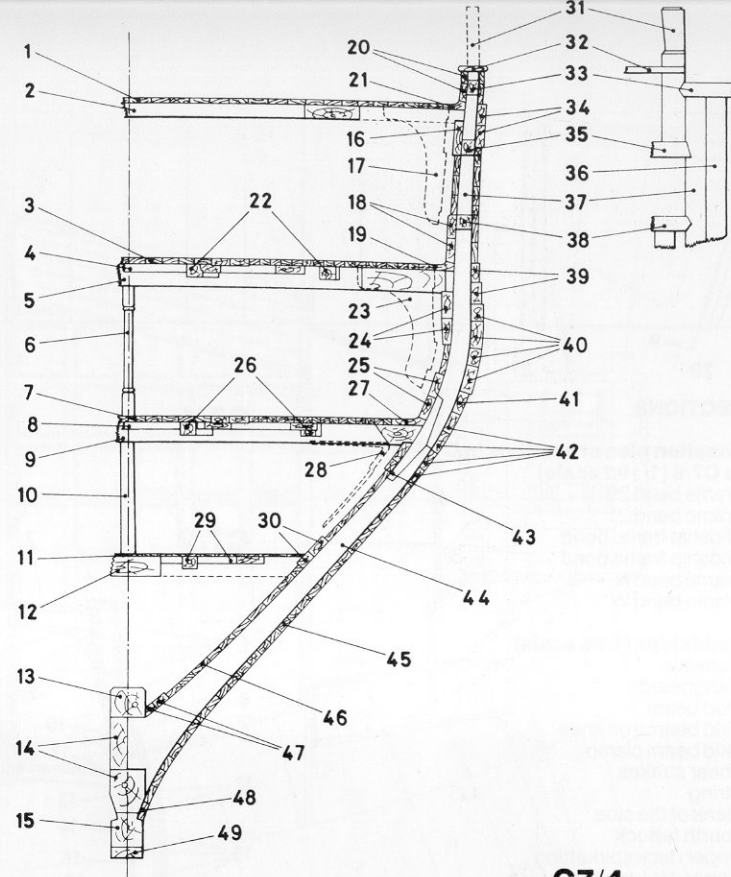
- 46. Orlop ledge
- 47. Orlop coaming carling
- 48. Upper deck beam
- 49. Upper deck pillar
- 50. Lower deck beam
- 51. Lower deck pillar
- 52. Dunnage batten
- 53. Orlop beam
- 54. Orlop pillar
- 55. Keelson
- 56. Keel
- 57. False keel
- 58. Gun port upper sill
- 59. Gun port lower sill
- 60. Upper deck hanging knee
- 61. Lower deck hanging knee
- 62. Pillar
- 63. Orlop standard
- 64. Floor



C7/3

C7/3 Starboard side of frame bend N looking forward (1/96 scale)

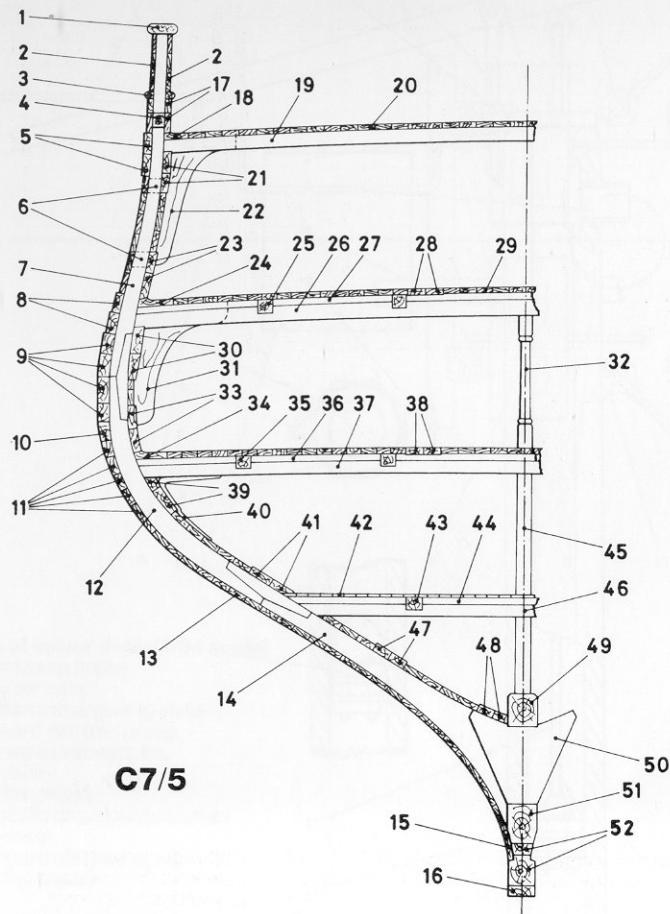
- | | |
|---|--|
| <ol style="list-style-type: none"> 1. Forecastle deck planking 2. Forecastle beam 3. Iron pillar in way of fire place 4. Standard to the after bits 5. Upper deck planking 6. Carling under the after bitt standard 7. Upper deck beam 8. Carling under the fire place 9. Upper deck pillar 10. Lower deck planking 11. Lower deck carlings 12. Lower deck beam 13. Lower deck pillar 14. Fore platform plank rabbeted and caulked in way of the magazine 15. Fore platform beam 16. Keelson 17. Upper deck binding strakes 18. Upper deck ledge 19. Upper deck carling 20. Forecastle clamp 21. Upper deck spirketting 22. Upper deck waterway 23. Lower deck ledge 24. Lower deck binding strakes 25. Upper deck hanging knee 26. Upper deck clamp 27. Lower deck spirketting 28. Lower deck waterway | <ol style="list-style-type: none"> 29. Fore platform ledge 30. Fore platform carling 31. Lower deck hanging knee 32. Lower deck clamp 33. Fore platform standard 34. Limber board 35. Limber strakes 36. Footwaling 37. Thickstuff on the floor heads 38. Thickstuff on the first futtock heads 39. Forecastle waterway 40. Forecastle spirketting 41. Timberhead 42. Plansheer 43. Sheer strakes 44. Upper port sill 45. Forecastle hanging knee 46. Lower port sill 47. Toptimber 48. Thickstuff on the wales 49. Chock 50. Wales 51. Thickstuff under the wales 52. Diminishing strakes 53. Third futtock 54. Plank of the bottom 55. First futtock 56. Cross chock 57. Garboard strake 58. Rising wood 59. Keel 60. False keel |
|---|--|



C7/4

C7/4 Starboard side of frame bend W looking forward (1/96 scale)

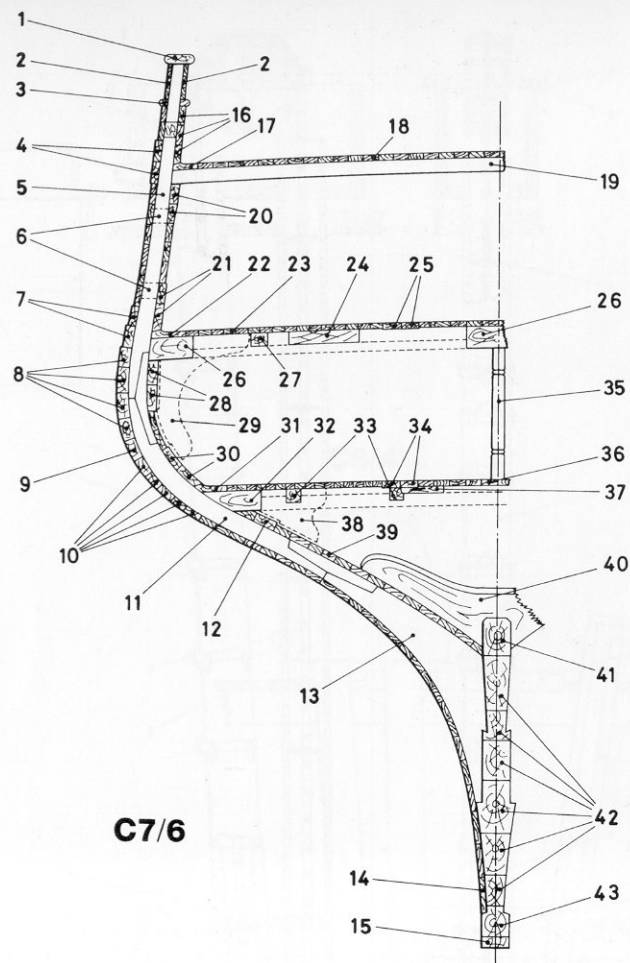
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|---|--|
| <ol style="list-style-type: none"> 1. Forecastle deck planking 2. Forecastle deck beam 3. Upper deck planking 4. Upper deck ledge 5. Upper deck beam 6. Upper deck pillar 7. Lower deck planking 8. Lower deck ledge 9. Lower deck beam 10. Lower deck pillar 11. Fore platform planking 12. Fore platform beam 13. Keelson 14. Deadwood 15. Keel 16. Forecastle clamp 17. Forecastle hanging knee 18. Upper deck spirketting 19. Upper deck waterway 20. Forecastle spirketting 21. Forecastle waterway 22. Upper deck carlings 23. Upper deck hanging knee | <ol style="list-style-type: none"> 24. Upper deck clamp 25. Lower deck spirketting 26. Lower deck carlings 27. Lower deck waterway 28. Lower deck iron hanging knee 29. Fore platform carlings 30. Thickstuff on the first futtock head 31. Timberhead 32. Plansheer 33. Carronade port sill 34. Sheer strakes 35. Upper sill of upper deck port 36. Toptimber 37. Fourth futtock 38. Lower sill of upper deck port 39. Thickstuff on the wales 40. Wales 41. Thickstuff under the wales 42. Diminishing strakes 43. Chock 44. Second futtock 45. Plank of the bottom 46. Footwaling 47. Limber strakes 48. Garboard strake 49. False keel |
|---|--|



C7/5

C7/5 Starboard side of frame bend 21 looking aft (1/96 scale)

- | | |
|------------------------------------|--|
| 1. Rough tree rail | 26. Upper deck beam |
| 2. Berthing up | 27. Upper deck ledge |
| 3. Plansheer | 28. Upper deck binding strakes |
| 4. Quarterdeck carronade port sill | 29. Upper deck planking |
| 5. Sheer strakes | 30. Upper deck clamp |
| 6. Upper deck port sill | 31. Upper deck hanging knee |
| 7. Toptimber | 32. Upper deck pillar |
| 8. Thickstuff on the wales | 33. Lower deck spirketting |
| 9. Wales | 34. Lower deck waterway |
| 10. Thickstuff under the wales | 35. Lower deck carling |
| 11. Diminishing strakes | 36. Lower deck ledge |
| 12. Third futtock | 37. Lower deck beam |
| 13. Plank of the bottom | 38. Lower deck binding strakes |
| 14. First futtock | 39. Lower deck clamp |
| 15. Garboard strake | 40. Lower deck iron hanging knee |
| 16. False keel | 41. Thickstuff on the first futtock head |
| 17. Quarterdeck spirketting | 42. After platform planking |
| 18. Quarterdeck waterway | 43. After platform carling |
| 19. Quarterdeck beam | 44. After platform ledge |
| 20. Quarterdeck planking | 45. After platform pillar |
| 21. Quarterdeck clamp | 46. After platform beam |
| 22. Quarterdeck hanging knee | 47. Thickstuff on the floor heads |
| 23. Upper deck spirketting | 48. Limber strakes |
| 24. Upper deck waterway | 49. Keelson |
| 25. Upper deck carling | 50. Cross chock |
| | 51. Deadwood |
| | 52. Keel |

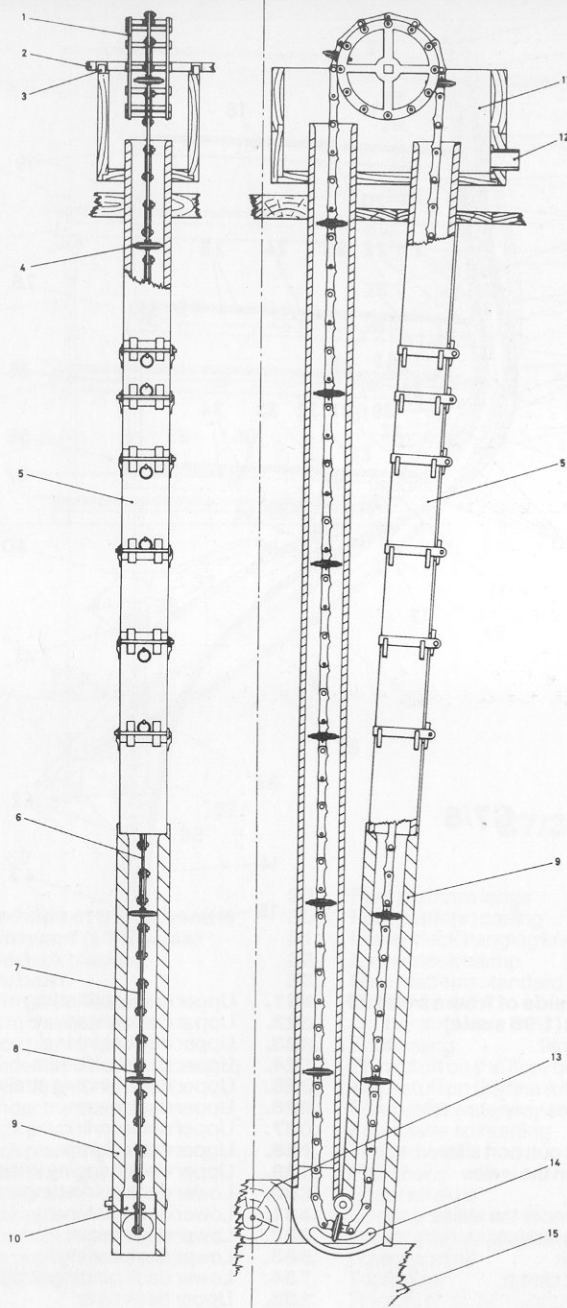


C7/6

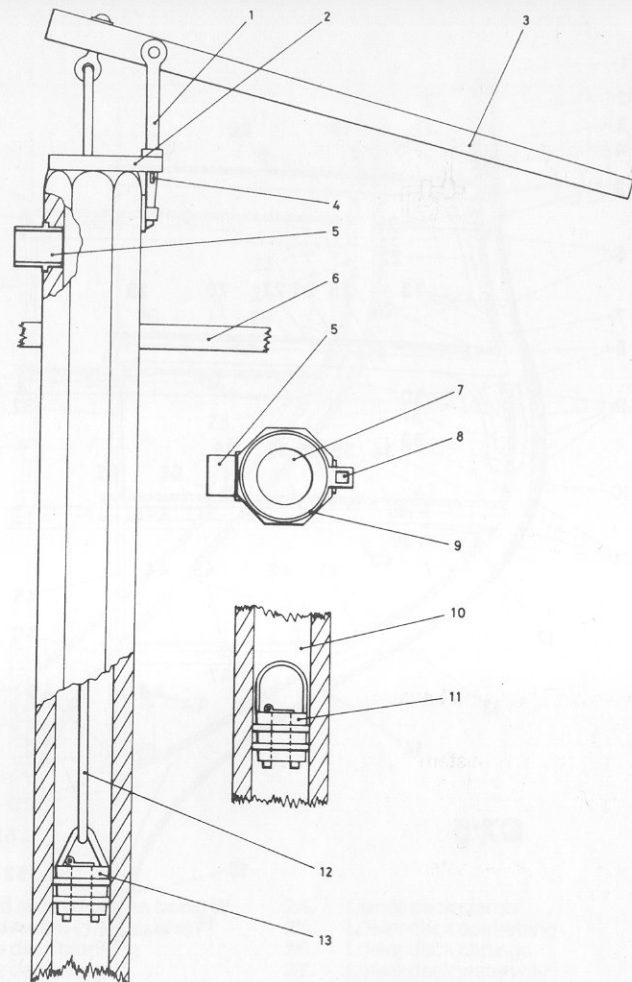
C7/6 Starboard side of frame bend 29 looking aft (1/96 scale)

- | | |
|-------------------------------|--------------------------------|
| 1. Rough tree rail | 21. Upper deck spirketting |
| 2. Berthing up | 22. Upper deck waterway |
| 3. Plansheer | 23. Upper deck planking |
| 4. Sheer strakes | 24. Upper deck half beam |
| 5. Toptimber | 25. Upper deck binding strakes |
| 6. Upper deck gun port sills | 26. Upper deck beam |
| 7. Thickstuff on the wales | 27. Upper deck carling |
| 8. Wales | 28. Upper deck clamp |
| 9. Thickstuff under the wales | 29. Upper deck hanging knee |
| 10. Diminishing strakes | 30. Lower deck spirketting |
| 11. Third futtock | 31. Lower deck waterway |
| 12. Lower deck clamp | 32. Lower deck beam |
| 13. First futtock | 33. Lower deck carlings |
| 14. Garboard strake | 34. Lower deck binding strakes |
| 15. False keel | 35. Upper deck pillar |
| 16. Quarterdeck spirketting | 36. Lower deck planking |
| 17. Quarterdeck waterway | 37. Lower deck ledge |
| 18. Quarterdeck planking | 38. Lower deck hanging knee |
| 19. Quarterdeck beam | 39. Ceiling |
| 20. Quarterdeck clamps | 40. Crutch |
| | 41. Keelson |
| | 42. Deadwood |
| | 43. Keel |

C8/1



C8/2



C8 PUMPS

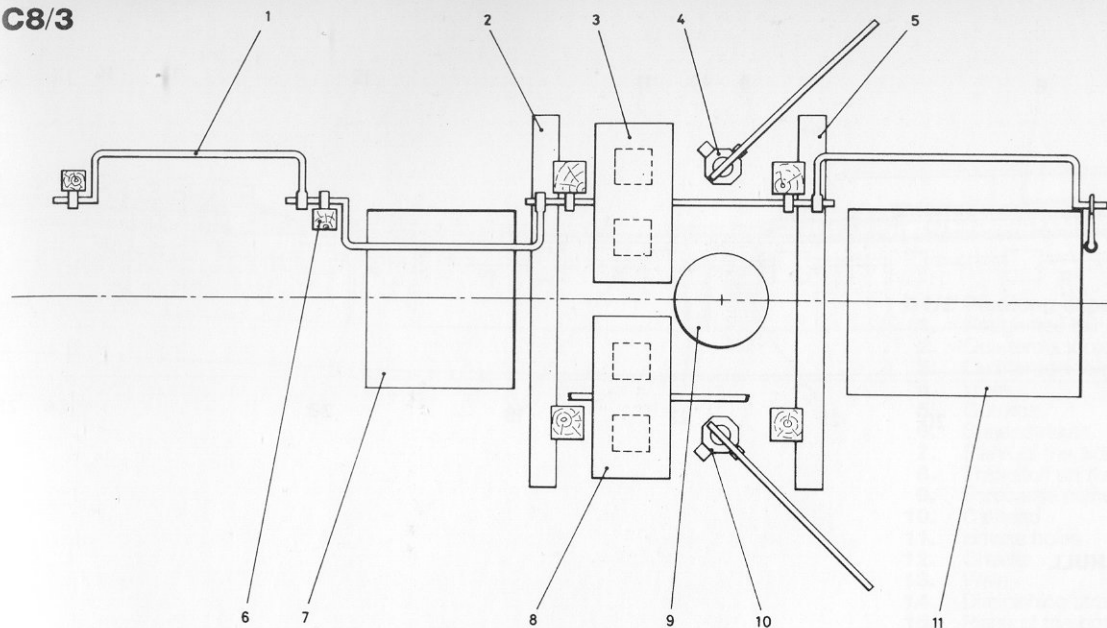
C8/1 Chain pump (1/32 scale)

1. Sprocket wheel
2. Spindle
3. Rhod [bearing]
4. Leather washer
5. Square case
6. Single link
7. Double link
8. Saucer link
9. Cylindrical chamber
10. Cast iron roller
11. Cistern
12. Pump dale
13. Keelson
14. Water inlet
15. Floor

C8/2 Elm tree pump (1/24 scale)

1. Forked stanchion
2. Head hoop
3. Brake
4. Forelock
5. Outlet (at right angles to brake)
6. Upper deck
7. Plan of head
8. Socket for forked stanchion
9. Head hoop
10. Section showing lower (fixed) valve
11. Fixed common box with valve
12. Operating rod
13. Moving common box with valve

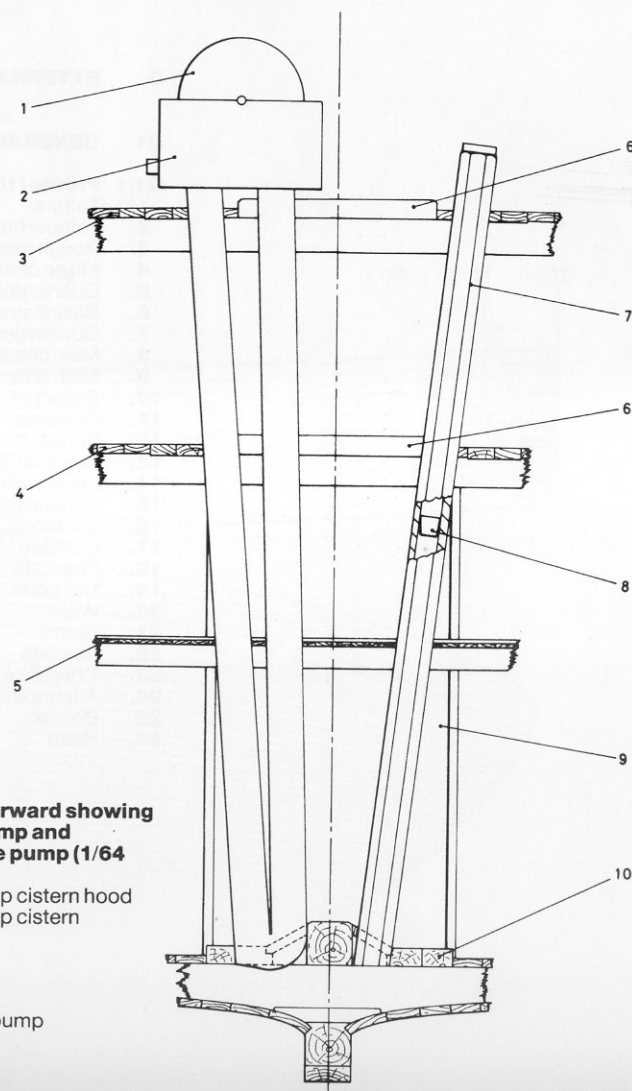
C8/3



C8/3 Plan of upper deck (1/64 scale)

1. Chain pump brake
2. Main jeer bits
3. Larboard chain pump cistern
4. Larboard elm tree pump
5. Main topsail sheet bits
6. Stanchion
7. After hatchway
8. Starboard chain pump cistern
9. Main mast
10. Starboard elm tree pump
11. Main hatchway

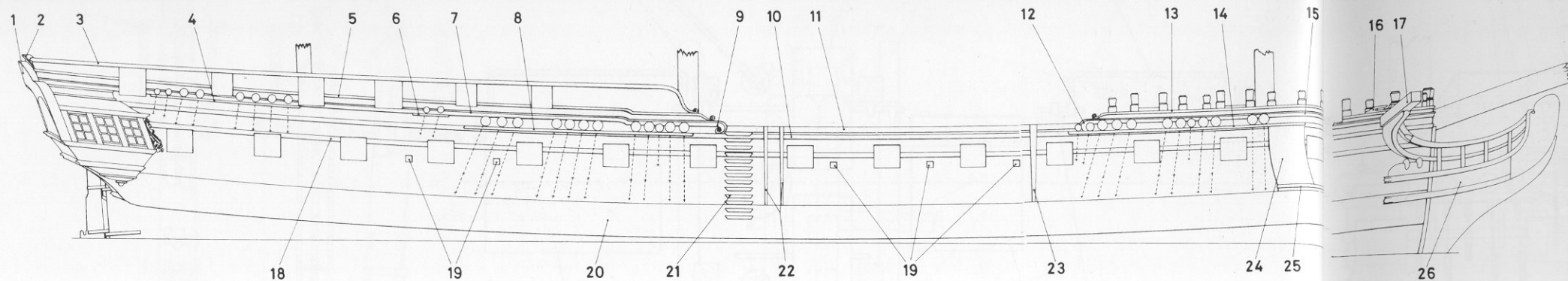
C8/4



C8/4 Section looking forward showing larboard chain pump and starboard elm tree pump (1/64 scale)

1. Larboard chain pump cistern hood
2. Larboard chain pump cistern
3. Upper deck
4. Lower deck
5. Orlop
6. Mast partners
7. Starboard elm tree pump
8. Lower (fixed) valve
9. Well
10. Limber strakes

D1/1



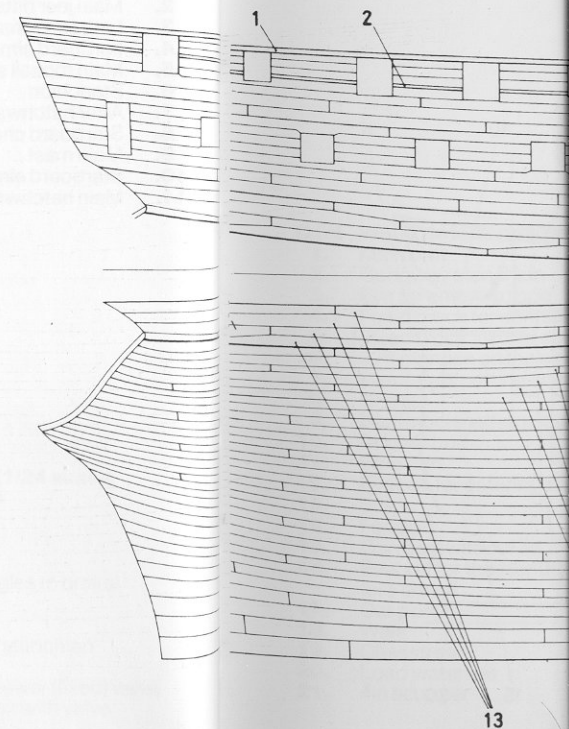
D EXTERNAL HULL

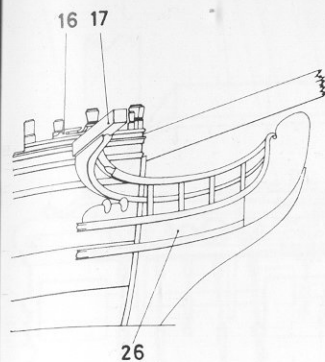
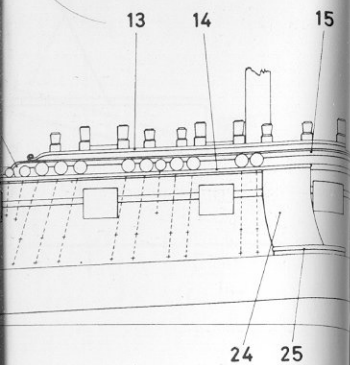
D1 GENERAL

D1/1 Profile (1/192 scale)

1. Taffarel
2. Taffarel fife rail
3. Rough tree rail
4. Mizzen channel
5. Quarterdeck plansheer
6. Backstay stool
7. Quarterdeck drift rail
8. Main channel
9. Main drift
10. Sheer rail
11. Gunwale
12. Fore drift
13. Forecastle plansheer
14. Fore channel
15. Forecastle drift rail
16. Cat block
17. Cathead
18. Waist rail
19. Oar ports
20. Wale
21. Steps
22. Fenders
23. Chesstree
24. Anchor lining
25. Bolster
26. Head

D1/2

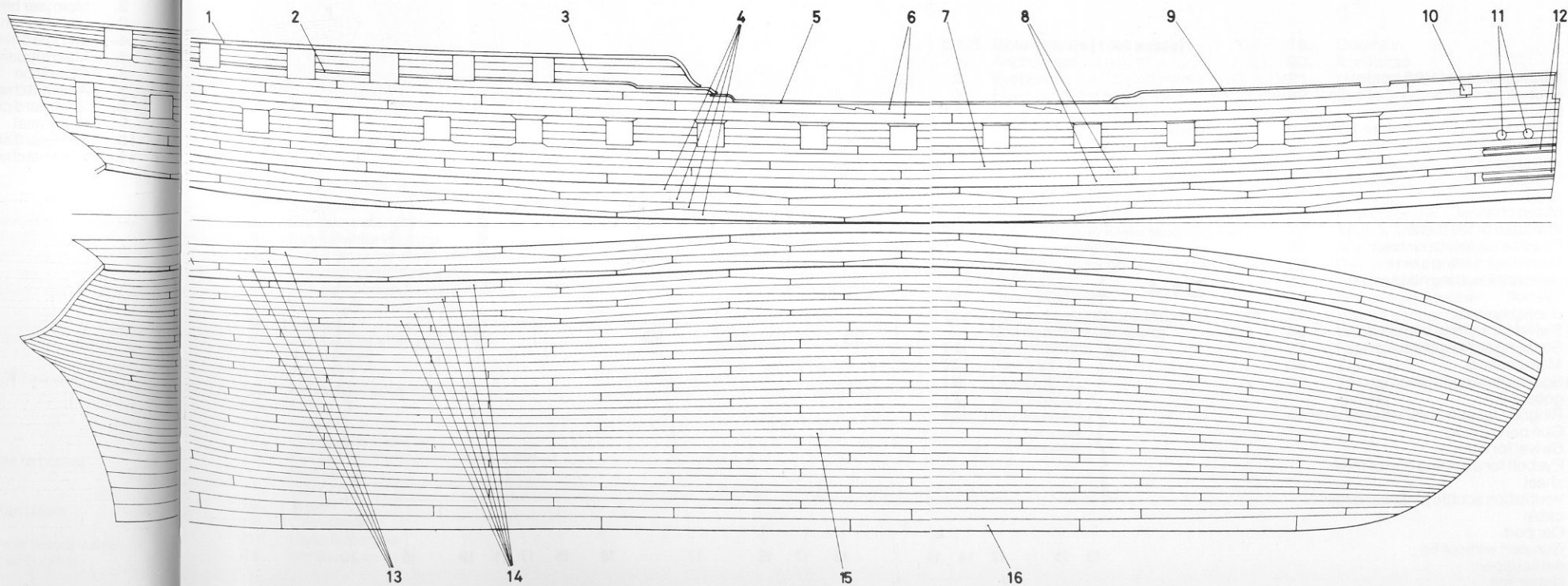


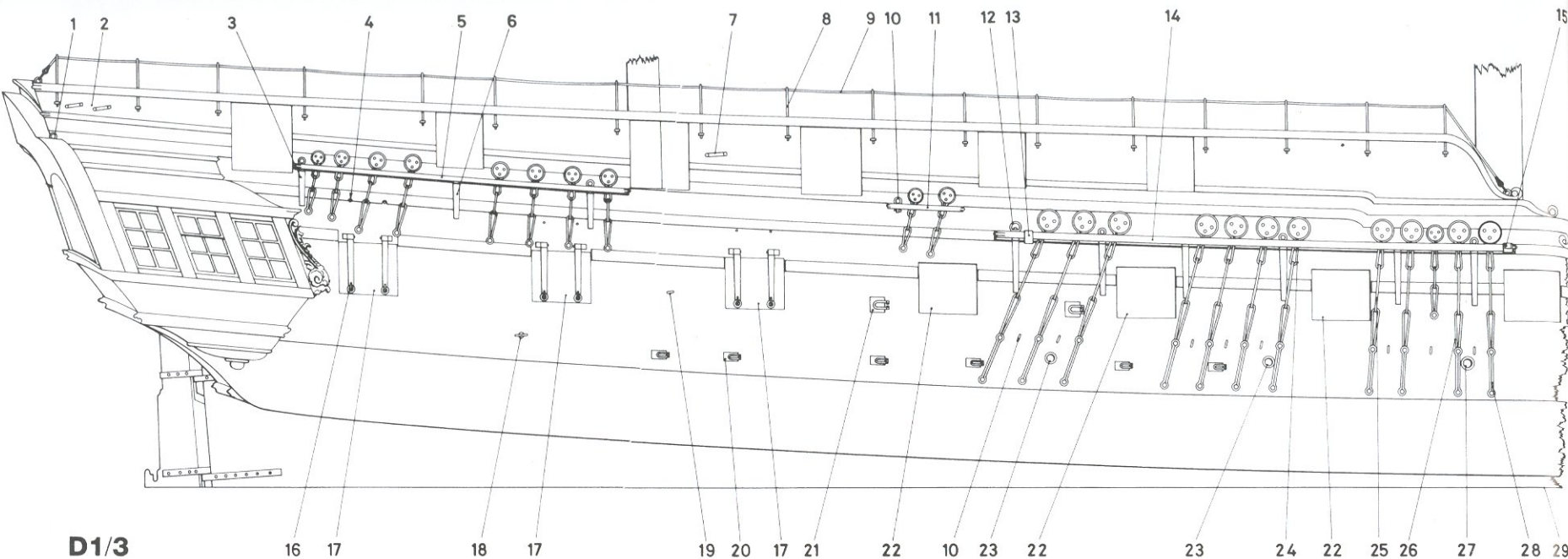


D1/2 Planking expansion (1/192 scale)

1. Rough tree rail
2. Quarterdeck plansheer
3. Quarterdeck berthing
4. Wale
5. Gunwale
6. Sheer strakes
7. Plank of the side
8. Thickstuff on the wale
9. Forecastle plansheer
10. Cathead
11. Hawse holes
12. Cheeks
13. Wale
14. Diminishing strakes
15. Plank of the bottom
16. Garboard strake

D1/2



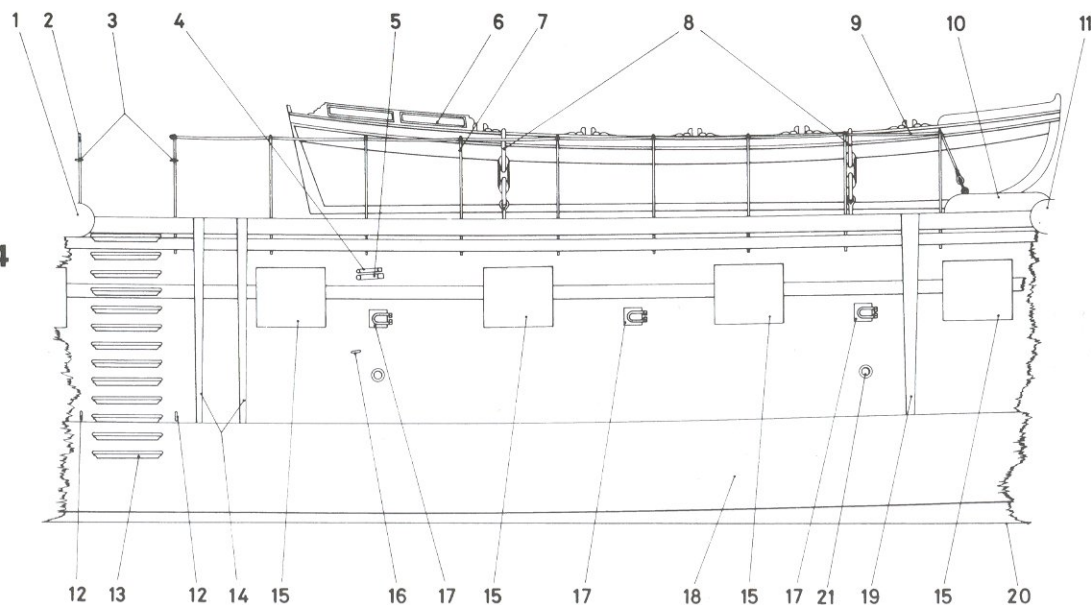


D1/3

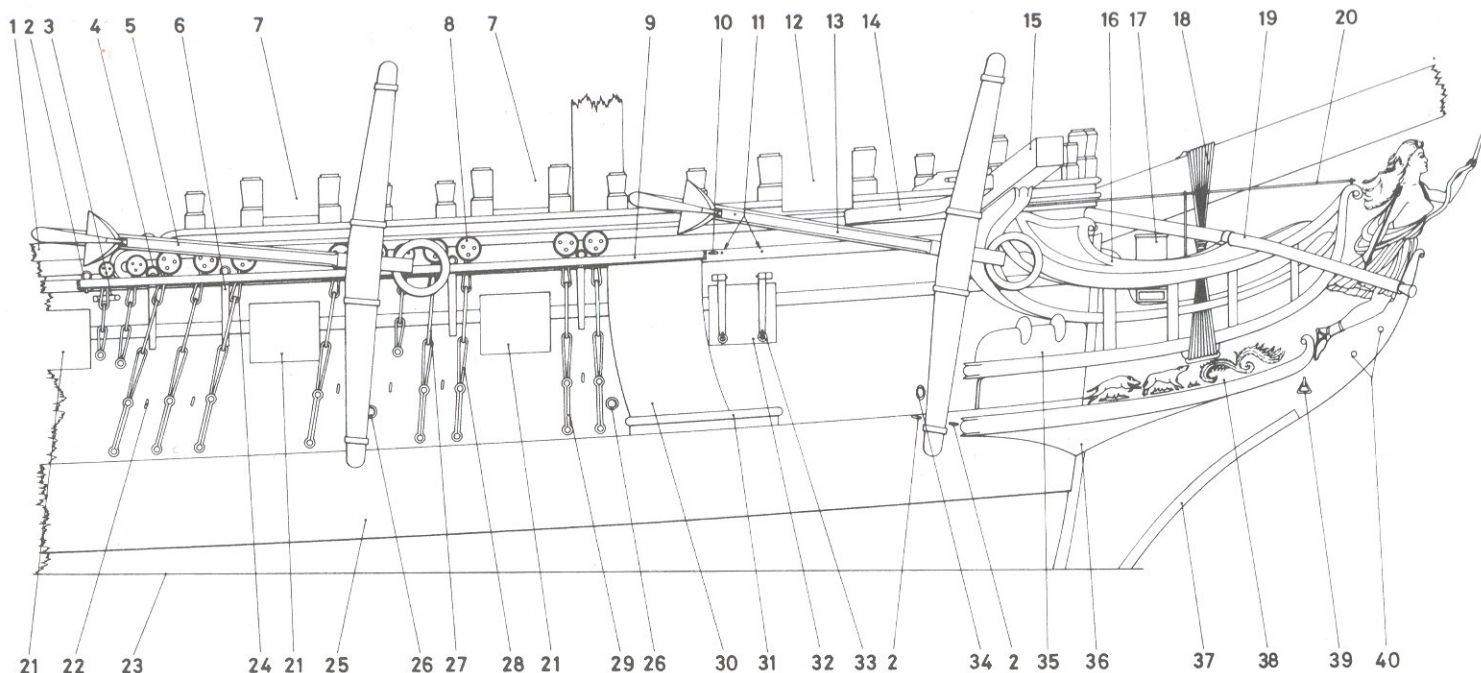
D1/3 Quarter detail (1/96 scale)

1. Eyebolt for standing end of main brace
2. Fixed double block for main brace and main preventer brace
3. Iron knee or tee plate with eyebolt
4. Leaded hole for gun port lid tackle span
5. Mizzen channel
6. Iron knee or tee plate
7. Fixed block for main sheet
8. Hammock netting crane
9. Hammock netting ridge rope
10. Eyebolt
11. Backstay stool
12. Swivel for shifting backstay
13. Studding sail boom crutch
14. Main channel
15. Socket for studding sail boom gooseneck
16. Ringbolt for gun port lid tackle span
17. Gun port with lid
18. Swivel for launch
19. Eyebolt for standing end of main sheet
20. Ventilation scuttle for lower deck cabin
21. Oar port
22. Gun port without lid
23. 4in scupper
24. Upper link
25. Middle link
26. Toe link
27. 5in pump scupper
28. Preventer link
29. Load waterline

D1/4



D1/5



D1/4 Waist details (1/96 scale)

1. Main drift
2. Gangway stanchion
3. Eye for entering rope
4. Fixed block for spritsail sheet
5. Fixed block for fore sheet
6. 32ft pinnace on the skid beams
7. Hammock netting crane
8. Gripes
9. Hammock netting ridge rope
10. Anchor bed
11. Fore drift
12. Eyebolt for entering rope
13. Steps
14. Fenders
15. Gun port without lid
16. Eyebolt for the standing end of the fore sheet
17. Oar port
18. Wale
19. Chesstree
20. Load waterline
21. 4in scupper

D1/5 Bow details (1/96 scale)

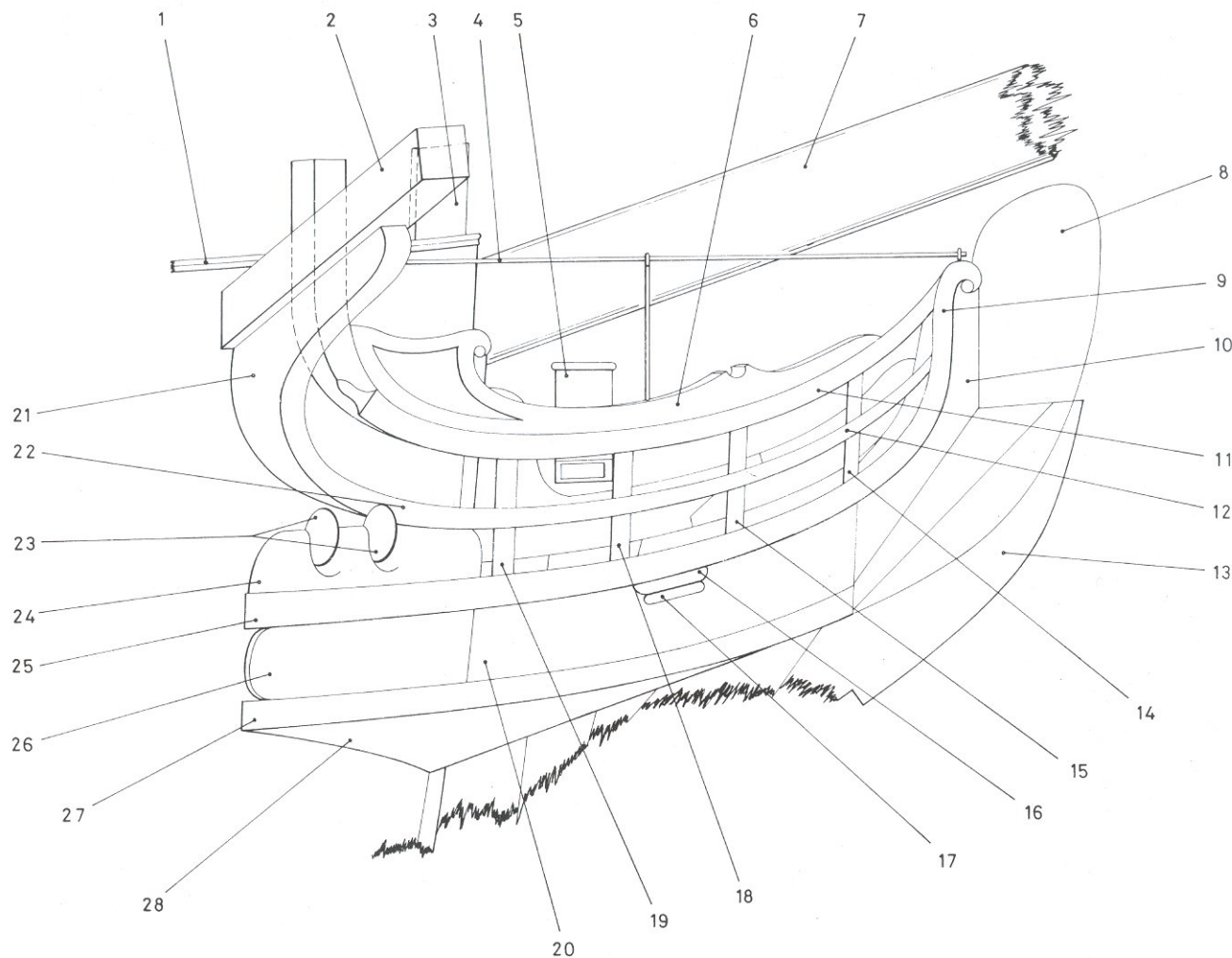
1. Anchor bed
2. Eyebolt
3. Fixed block for main tack
4. Swivel for shifting backstay
5. Spare bower anchor (starboard); sheet anchor (larboard)
6. Iron knee or tee plate with eyebolt
7. 9-pounder gun port
8. Deadeye
9. Fore channel
10. Eyebolt for fore lower studding sail boom gooseneck
11. Leaded hole for gun port lid tackle span
12. Carronade port
13. Best bower anchor (starboard); small bower anchor (larboard)
14. Cathead knee
15. Cathead
16. False rail
17. Seat of ease
18. Gammoning
19. Boomkin
20. Iron horse
21. Gun port without lid
22. Eyebolt
23. Load waterline
24. Upper link
25. Wale
26. 4in scupper
27. Middle link
28. Toe link
29. Preventer link
30. Anchor lining
31. Anchor lining bolster
32. Gun port with lid
33. Ringbolt for gun port lid tackle span
34. 5in manger scupper
35. Hawse bolster or navel hood
36. Wash cant
37. Lead sheathing to the gripe
38. Trailboard
39. Triangular ringbolt for the boomkin lashing
40. Holes for the bobstays

D2 HEAD

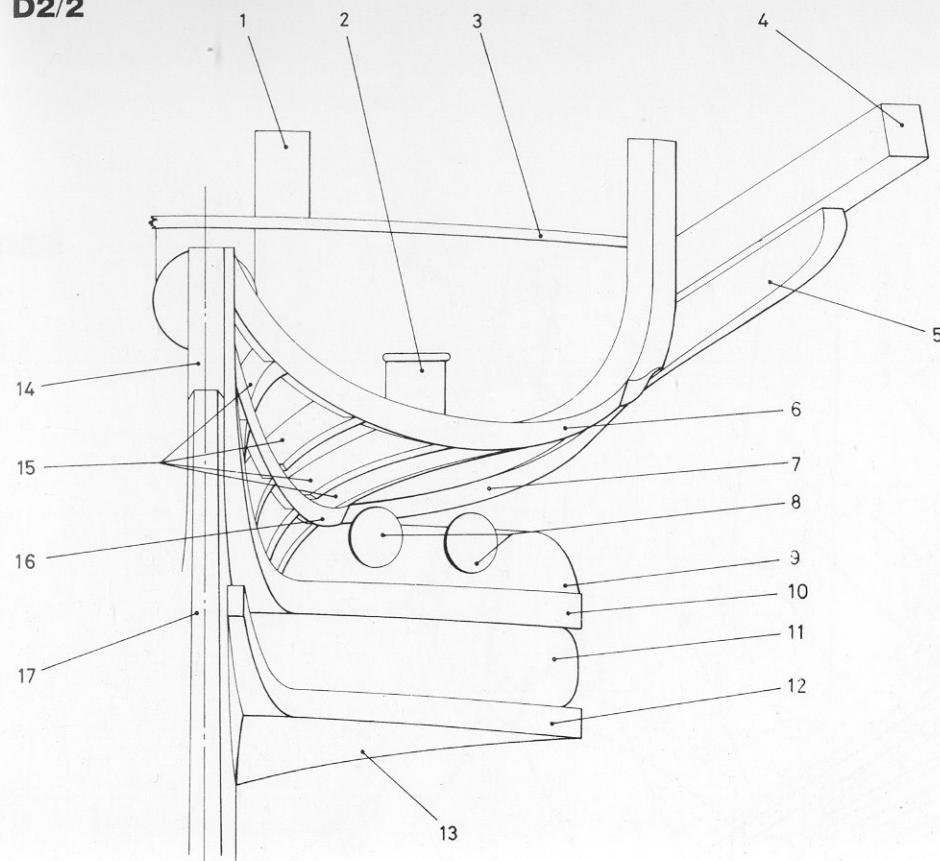
D2/1 Starboard side from outboard (1/48 scale)

1. Forecastle plansheer
2. Cathead
3. Bollard timber
4. Horse
5. Seat of ease
6. False rail
7. Bowsprit
8. Block
9. Hair bracket
10. Lacing piece
11. Main rail
12. Lower rail
13. Bobstay piece
14. Forward head timber
15. Middle head timber
16. Gammoning bolster
17. Gammoning slot
18. After head timber
19. Stem timber
20. Trailboard
21. Cathead supporter
22. Ekeing
23. Hawse holes
24. Bolster
25. Upper cheek
26. Filling piece
27. Lower cheek
28. Wash cant

D2/1



D2/2



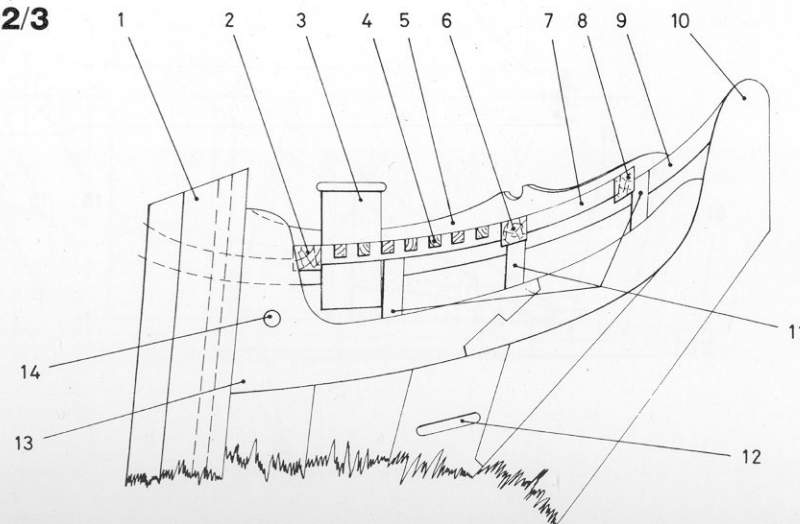
D2/2 From ahead (1/48 scale)

1. Bollard timber
2. Seat of ease
3. Forecastle plansheer
4. Cathead
5. Cathead supporter
6. Main rail
7. Ekeing
8. Hawseholes
9. Bolster
10. Upper cheek
11. Filling piece
12. Lower cheek
13. Wash cant
14. Lacing piece
15. Head timber
16. Lower rail
17. Bobstay piece

D2/3 Larboard side from inboard (1/48 scale)

1. Stem
2. After cross piece
3. Seat of ease
4. Ledge
5. False rail
6. Middle cross piece
7. Carling
8. Forward cross piece
9. Main rail
10. Lacing piece
11. Head timbers
12. Gammoning slot
13. Gammoning knee (standard)
14. Hole for mainstay collar

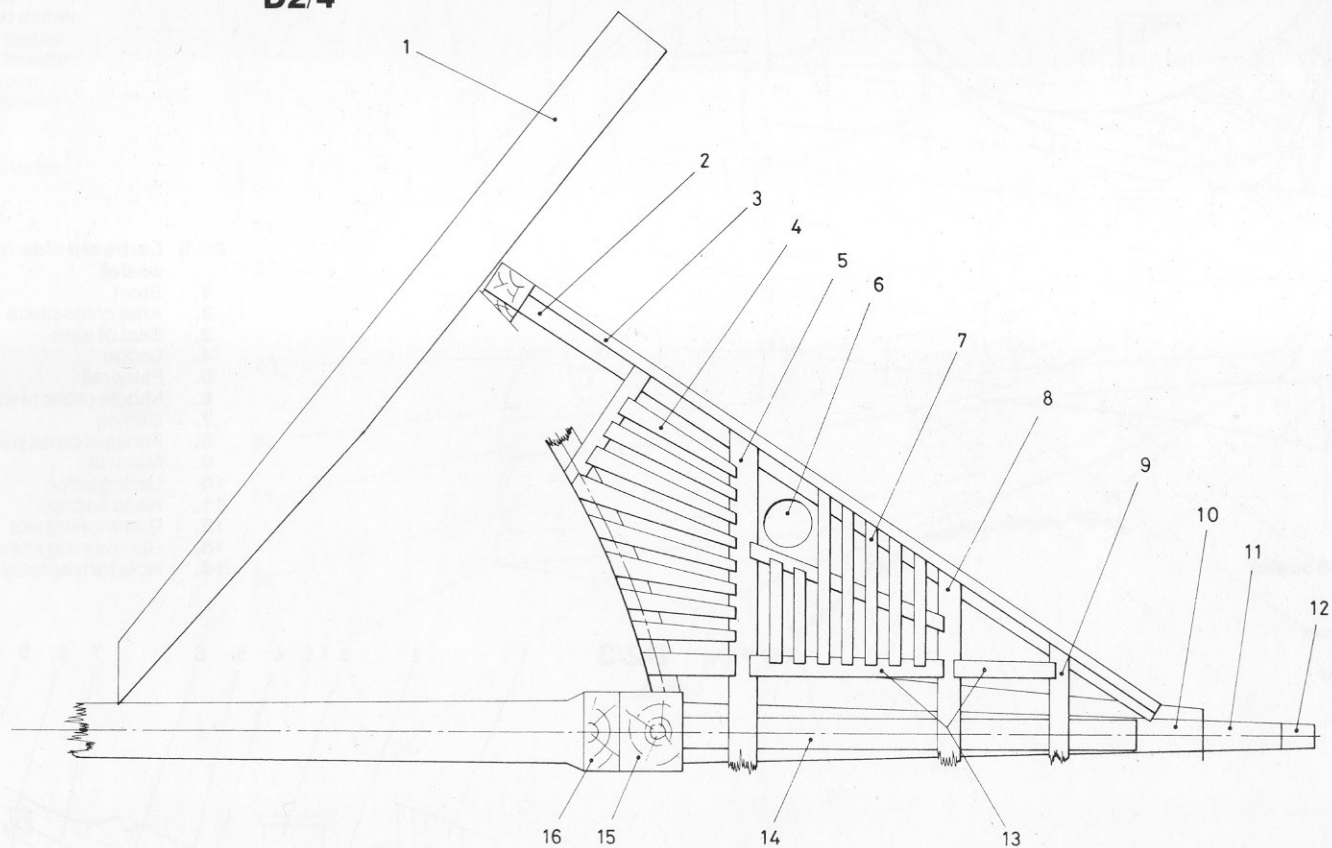
D2/3



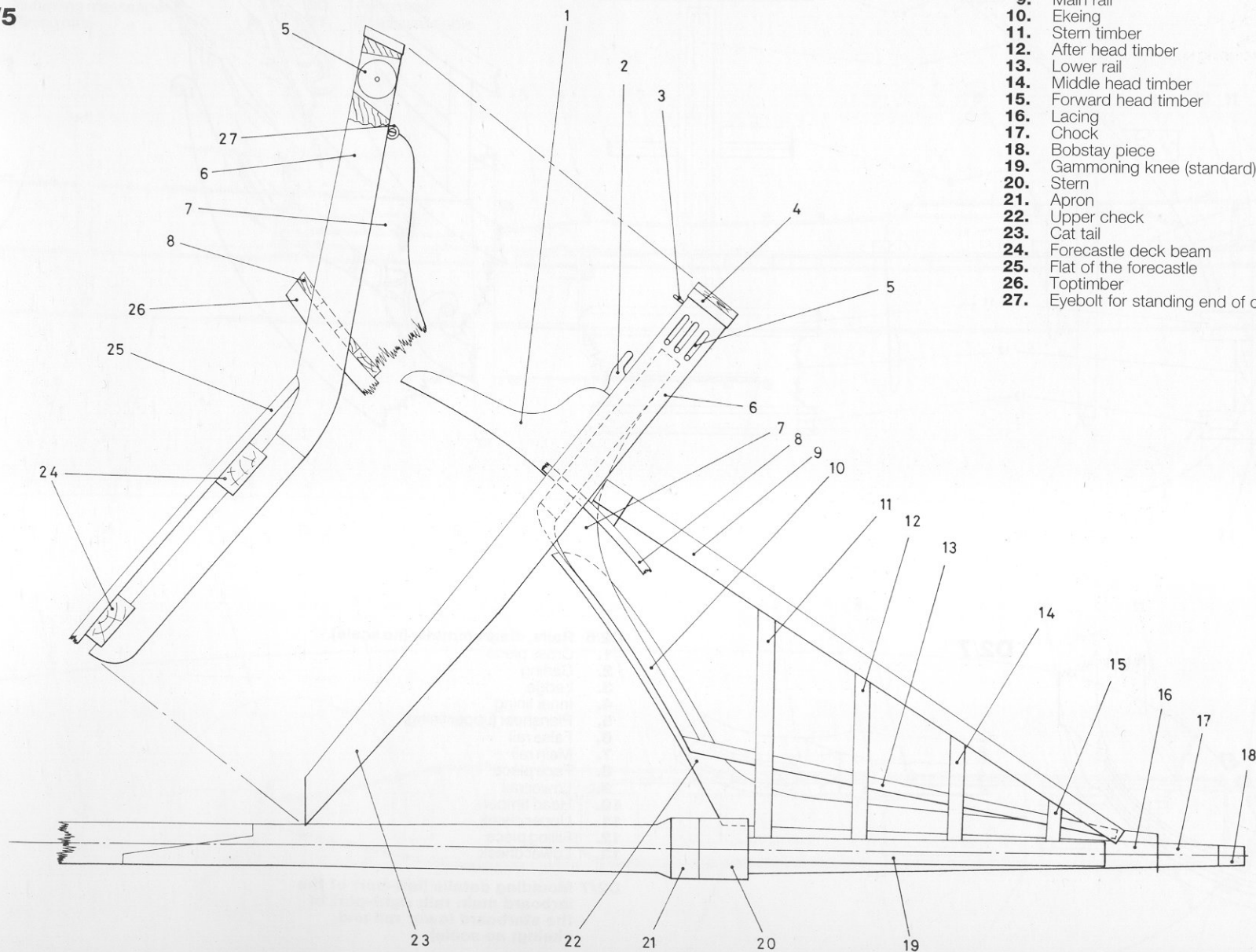
D2/4 Plan with gratings (1/48 scale)

1. Cathead
2. Main rail
3. False rail
4. Ledges
5. After cross piece
6. Seat of ease
7. Ledges
8. Middle cross piece
9. Forward cross piece
10. Lacing
11. Chock
12. Bobstay piece
13. Carlings
14. Gammoning knee
15. Stem
16. Apron

D2/4



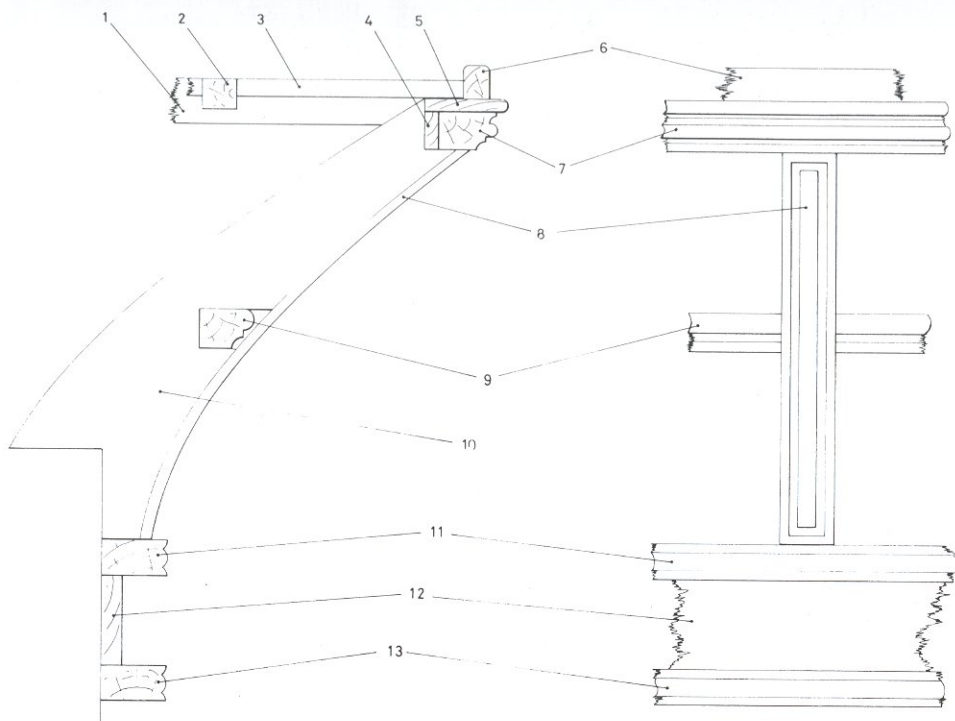
D2/5



D2/5 Plan omitting gratings (1/48 scale)

1. Cathead knee
2. Thumb cleat for cathead stopper
3. Eyebolt for fish davit fore guy
4. Iron hoop
5. Fixed sheaves for cat fall
6. Cathead
7. Supporter
8. Outer planking
9. Main rail
10. Ekeing
11. Stern timber
12. After head timber
13. Lower rail
14. Middle head timber
15. Forward head timber
16. Lacing
17. Chock
18. Bobstay piece
19. Gammoning knee (standard)
20. Stern
21. Apron
22. Upper check
23. Cat tail
24. Forecastle deck beam
25. Flat of the forecastle
26. Toptimber
27. Eyebolt for standing end of cat fall

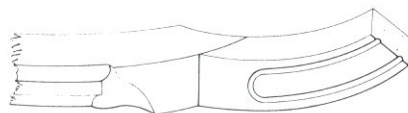
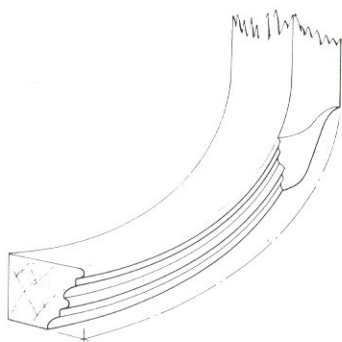
D2/6



D2/8



D2/7



D2/6 Rails, diagrammatic (no scale)

1. Cross piece
2. Carling
3. Ledge
4. Inner lining
5. Plansheer (upper lining)
6. False rail
7. Main rail
8. Face piece
9. Lower rail
10. Head timber
11. Upper cheek
12. Filling piece
13. Lower cheek

D2/7 Moulding details (left—part of the larboard main rail; right—part of the starboard lower rail and ekeing; no scale)

D2/8 Figurehead (1/32 scale)

E1 ARRANGEMENT

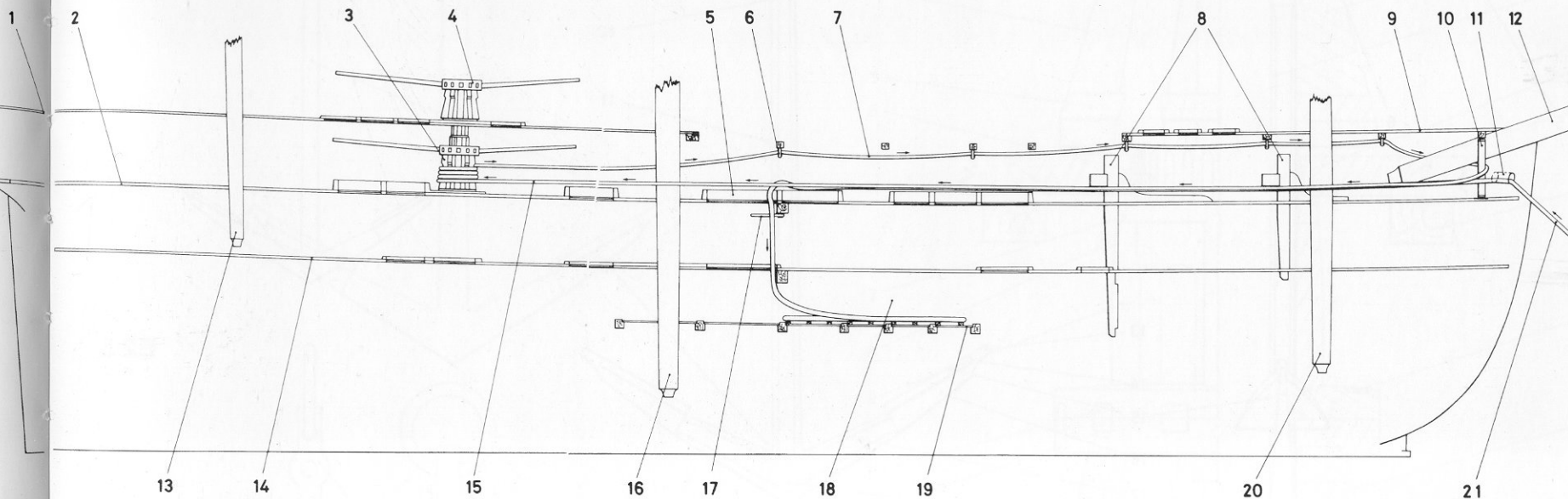
E1/1 Profile (messenger rigged to heave in on starboard cable; 1/192 scale)

1. Quarterdeck
2. Upper deck
3. Lower capstan
4. Upper capstan
5. Main hatchway
6. Overhead roller
7. Returning messenger
8. Riding bitts
9. Forecastle
10. Vertical roller
11. Starboard inner hawse hole
12. Bowsprit
13. Mizzen mast
14. Lower deck
15. Heaving side of messenger
16. Main mast
17. Compressor
18. Cable tier
19. Orlop
20. Fore mast
21. Starboard cable

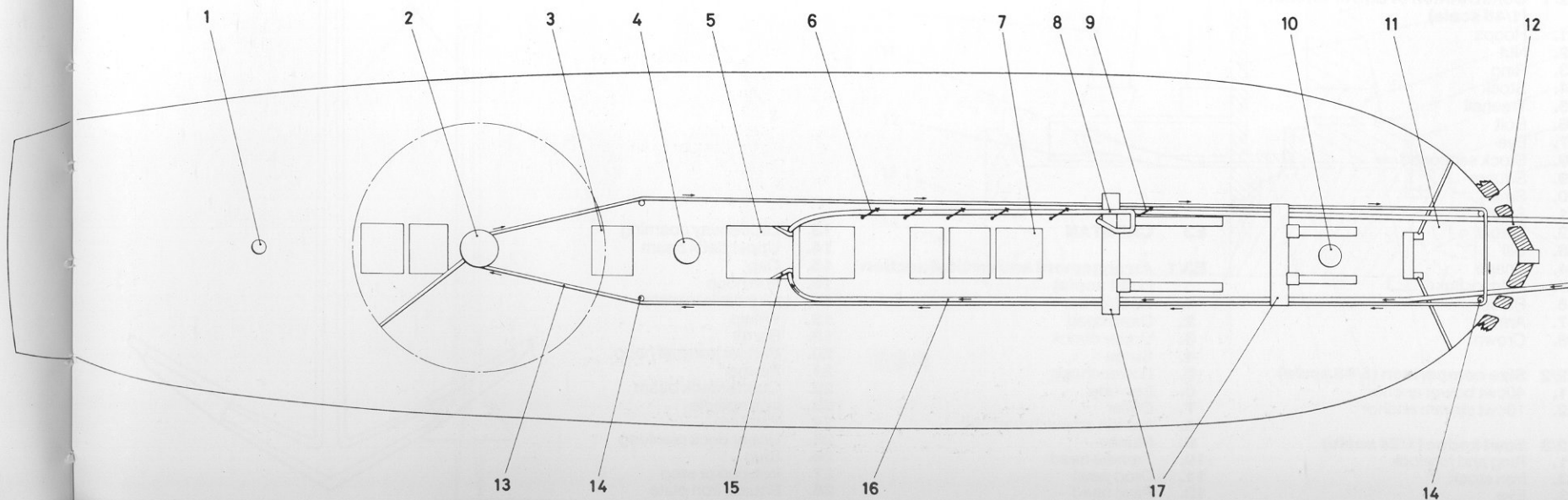
E1/2 Upper deck plan (ship riding to larboard anchor; messenger rigged to heave in on starboard cable; 1/192 scale)

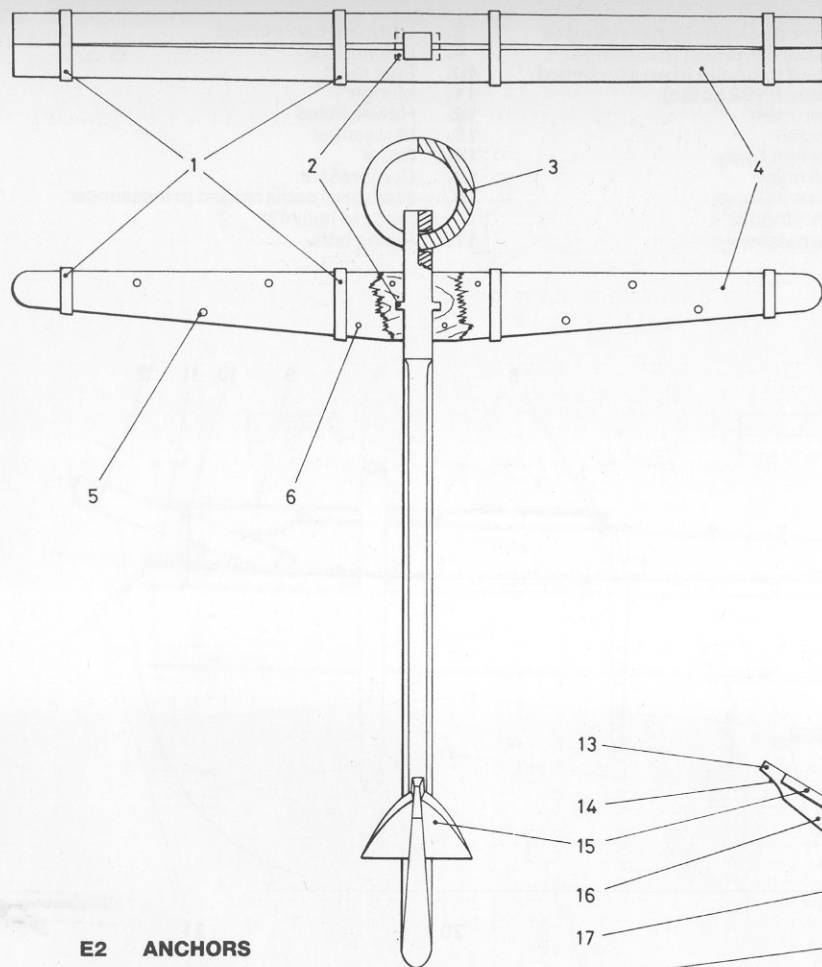
1. Mizzen mast
2. Capstan
3. After hatchway
4. Main mast
5. Main hatchway
6. Deck stopper
7. Fore hatchway
8. Larboard cable bitted
9. Bitt stopper
10. Fore mast
11. Manger
12. Hawse holes
13. Messenger
14. Roller
15. Compressor
16. Starboard cable nipped to messenger ready to heave in
17. Riding bitts

E1/1



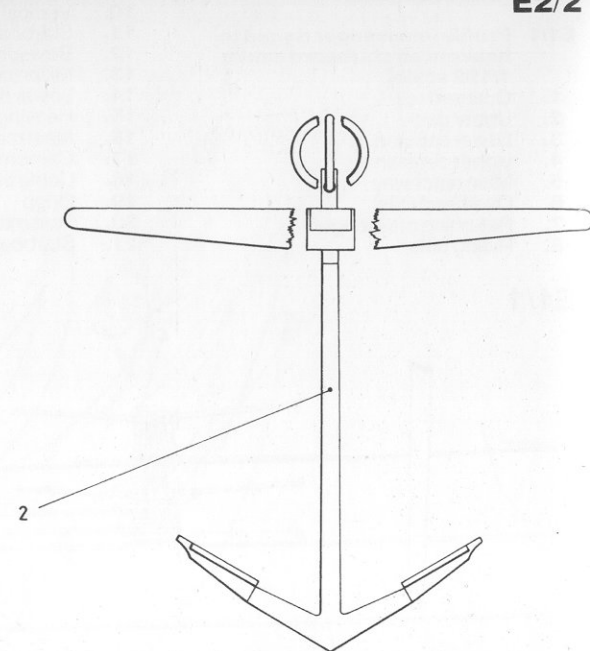
E1/2



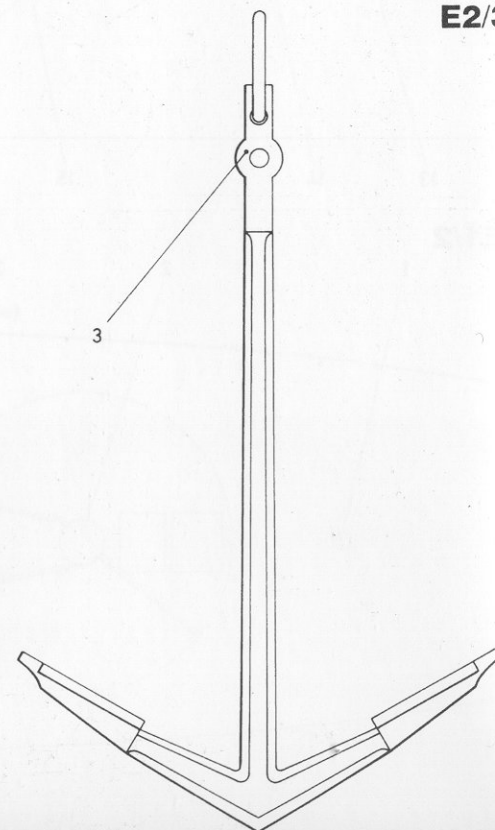


E2/1

E2/2



E2/3



E2 ANCHORS

E2/1 Construction of bower anchors (1/48 scale)

1. Hoops
2. Nut
3. Ring
4. Stock
5. Treenail
6. Bolt
7. Eye
8. Stock sectioned
9. Square
10. Small
11. Shank
12. Throat
13. Bill
14. Snake
15. Palm or fluke
16. Blade
17. Arm
18. Crown

E2/2 Size comparison (1/48 scale)

1. 40cwt bower anchor
2. 10cwt stream anchor

E2/3 5cwt kedge (1/24 scale)

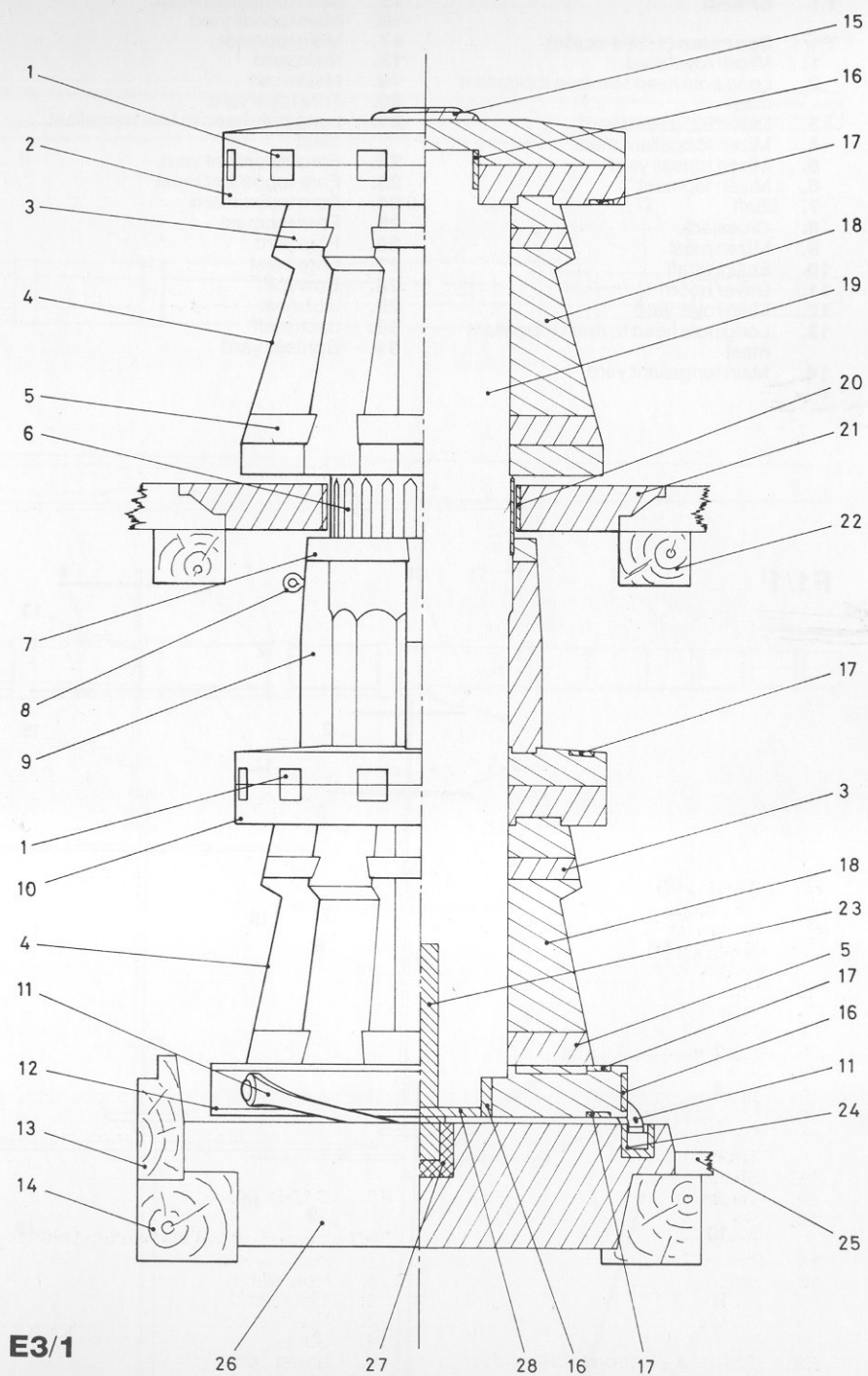
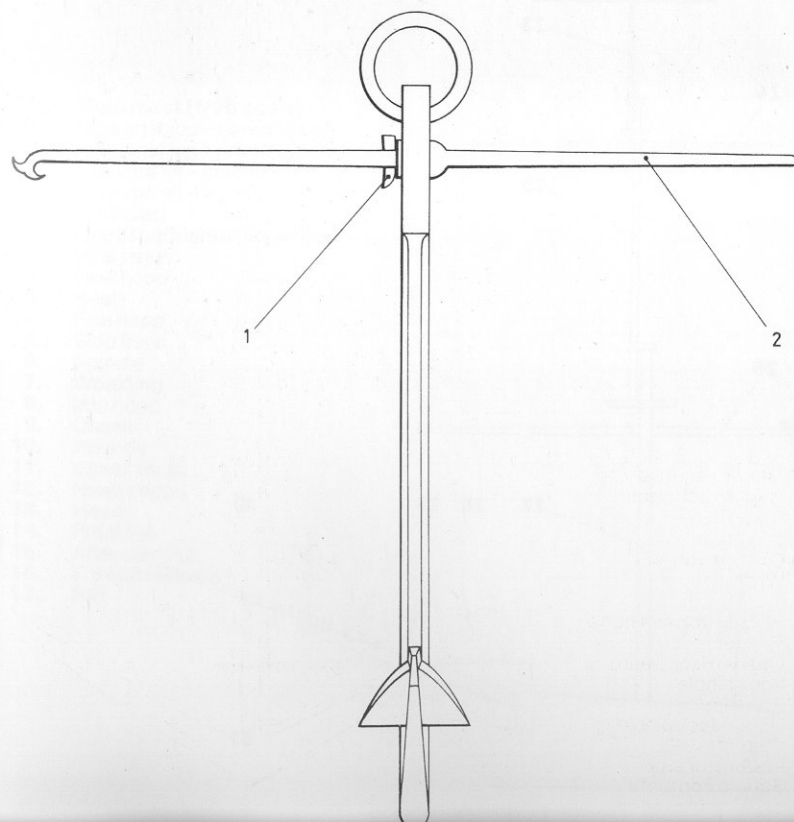
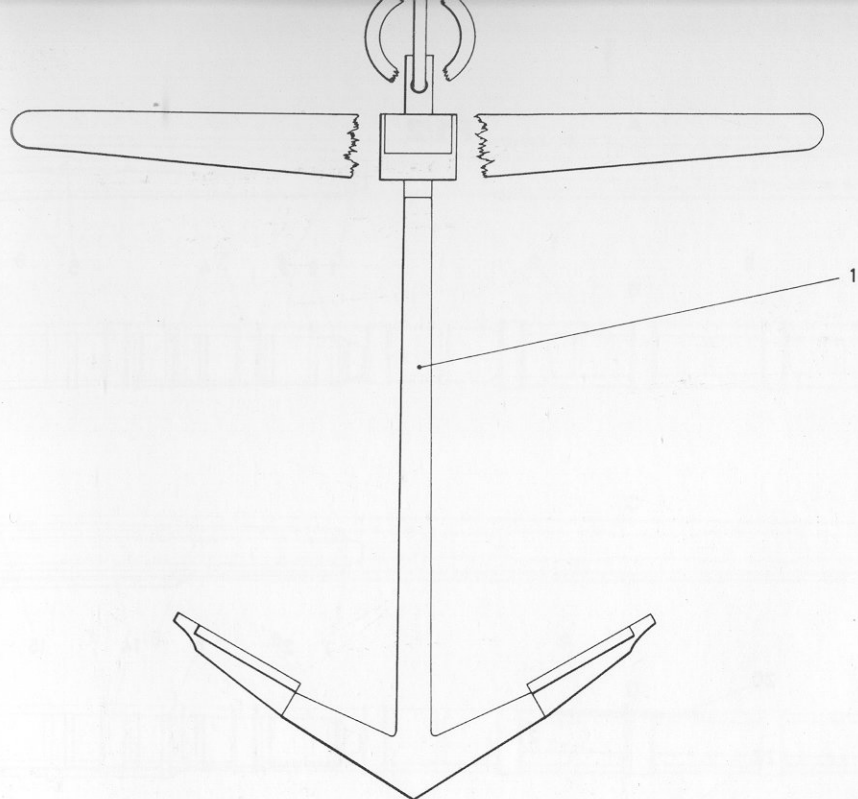
1. Ring and forelock
2. Iron stock
3. Eye

E3 CAPSTAN

E3/1 Arrangement and vertical section (1/24 scale)

1. Hole for bar
2. Drum head
3. Upper chock
4. Surge
5. Lower chock
6. Iron ribs
7. Collar
8. Muntin screw thread bolt
9. Muntin
10. Trundle head
11. Drop pawl
12. Pawl head

13. Ladderway coaming
14. Upper deck beam
15. Cap
16. Iron hoop
17. Circular iron plate
18. Whelp
19. Barrel
20. Partner iron half hoop
21. Partner
22. Quarterdeck beam
23. Iron spindle
24. Pawl rim
25. Upper deck planking
26. Step
27. Iron cup or stop
28. Square iron plate



E3/1

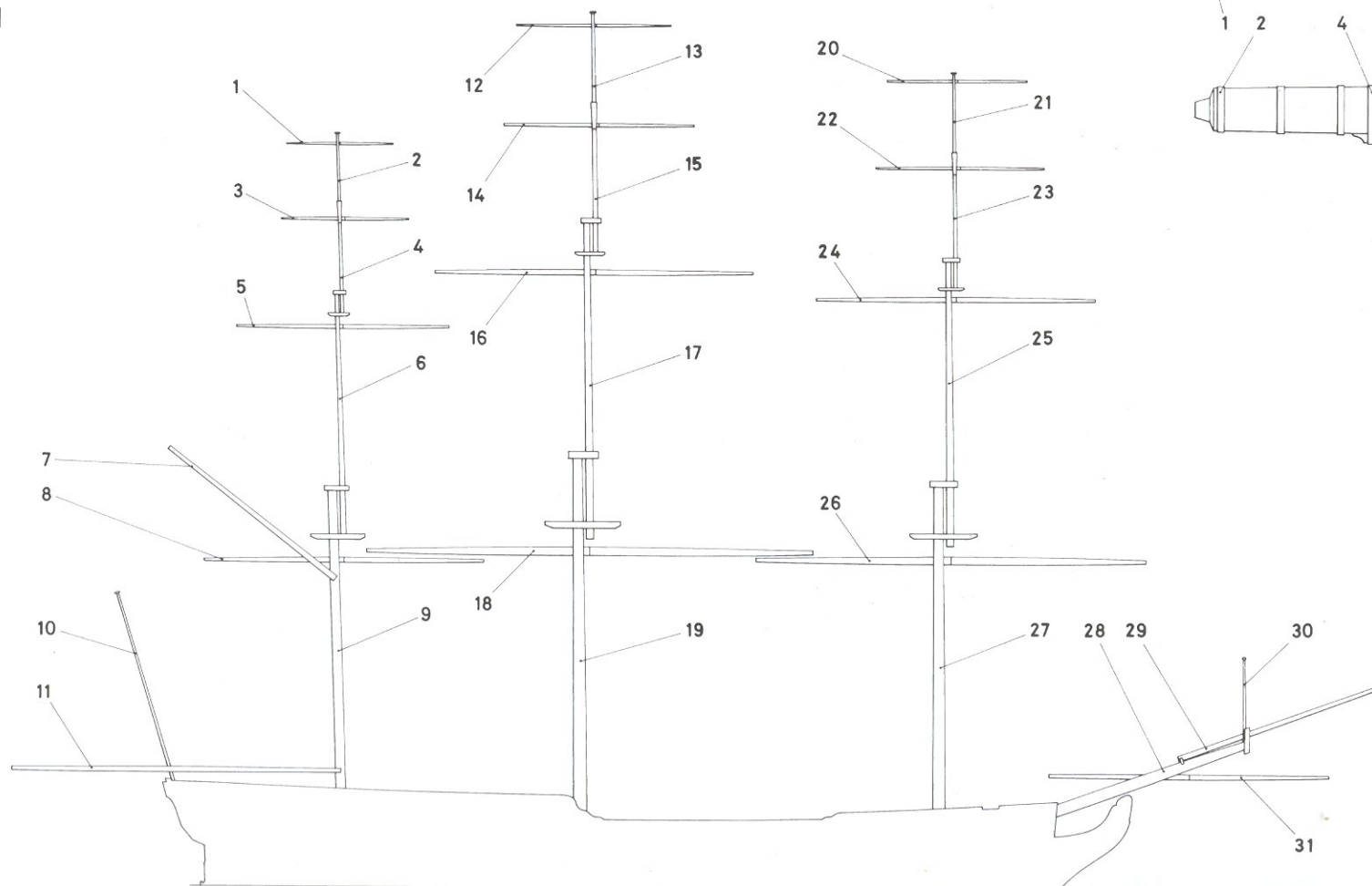
F1 SPARS

F1/1 Spar plan (1/384 scale)

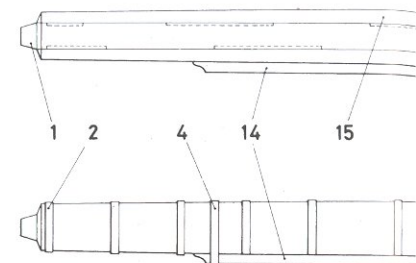
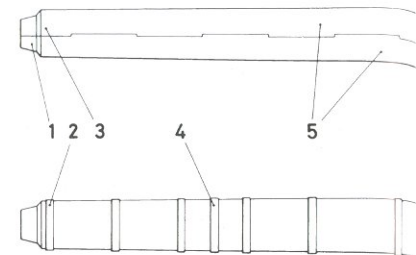
1. Mizzen royal yard
2. Long pole head to mizen topgallant mast
3. Mizzen topgallant yard
4. Mizzen topgallant mast
5. Mizzen topsail yard
6. Mizzen topmast
7. Gaff
8. Crossjack
9. Mizzen mast
10. Ensign staff
11. Driver boom
12. Main royal yard
13. Long pole head to main topgallant mast
14. Main topgallant yard

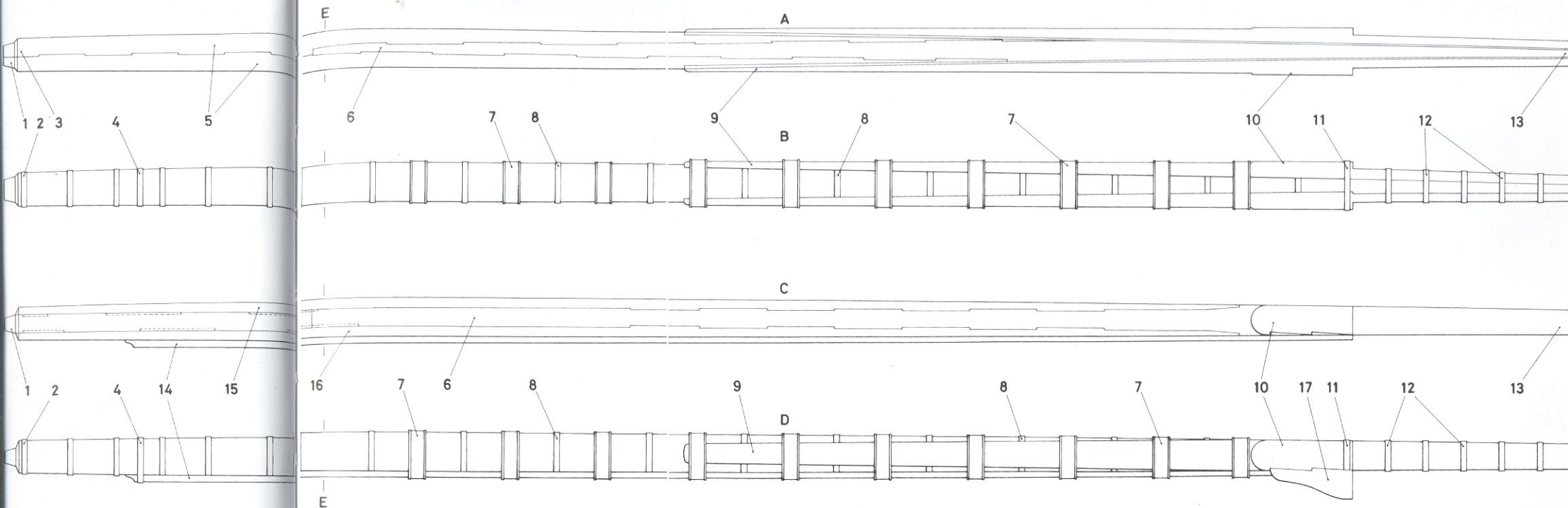
15. Main topgallant mast
16. Main topsail yard
17. Main topmast
18. Main yard
19. Main mast
20. Fore royal yard
21. Long pole head to fore topgallant mast
22. Fore topgallant yard
23. Fore topgallant mast
24. Fore topsail yard
25. Fore topmast
26. Fore yard
27. Fore mast
28. Bowsprit
29. Jibboom
30. Jack staff
31. Spritsail yard

F1/1



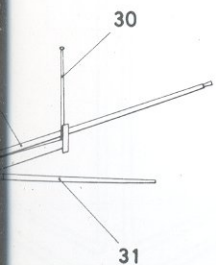
F1/2





F1/2 Main mast (1/96 scale)

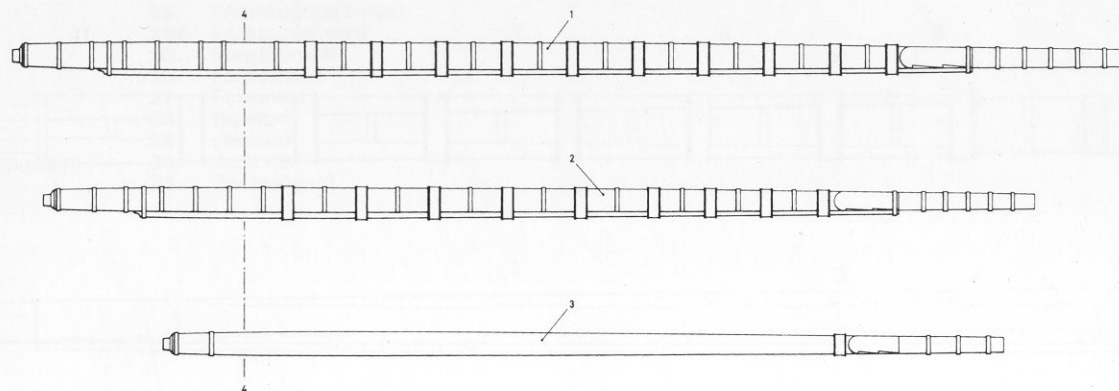
- A.** Athwartships – construction
- B.** Athwartships – arrangement from aft
- C.** Fore and aft – construction
- D.** Fore and aft – arrangement from starboard
- E.** Line of partners at upper deck
- 1.** Heel tenon
- 2.** Heel hoop
- 3.** Heel
- 4.** Fish hoop
- 5.** Side trees
- 6.** Spindle
- 7.** Woolding
- 8.** Iron hoop
- 9.** Cheek
- 10.** Hounds
- 11.** Cheek hoop
- 12.** Head hoops
- 13.** Head
- 14.** Front fish
- 15.** After side fish
- 16.** Forward side fish
- 17.** Bib



**F1/3 Lower masts – size comparison
(1/192 scale)**

1. Made main mast
2. Made fore mast
3. Single tree mizen mast
4. Line of partners at upper deck

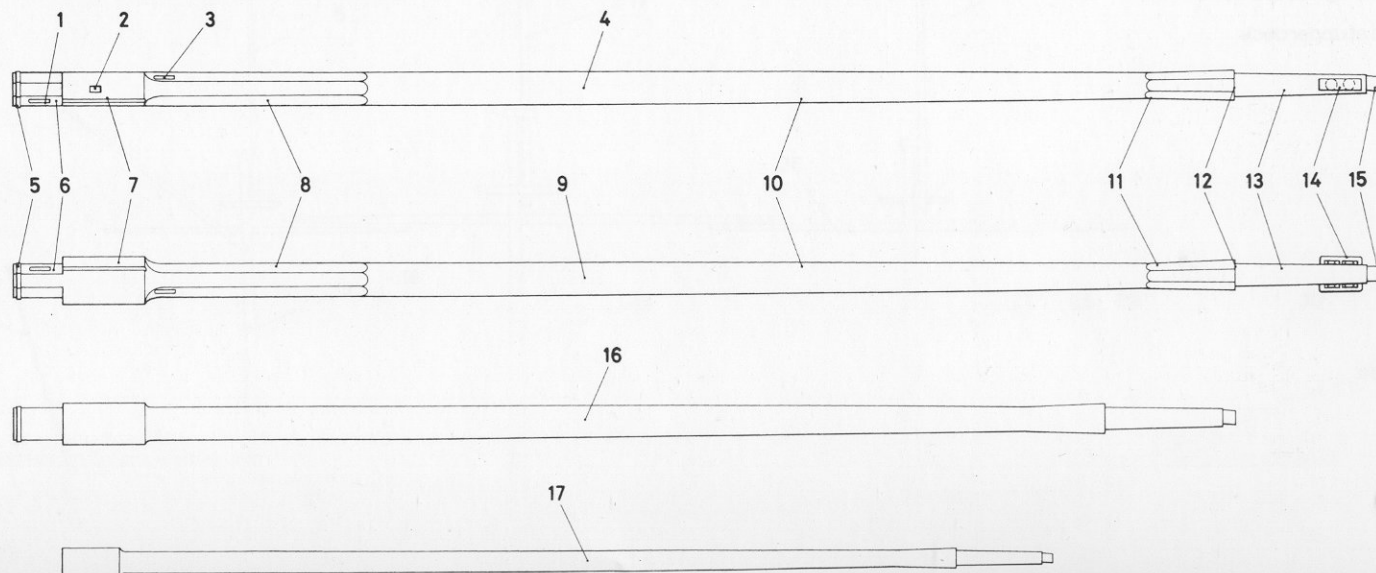
F1/3



F1/4 Topmasts (1/96 scale)

- | | |
|--|---|
| <ol style="list-style-type: none"> 1. Lower sheave hole for the top rope 2. Fid hole 3. Upper sheave hole for the top rope 4. Main topmast – larboard side 5. Hoop 6. Block – eight-square section 7. Heeling – square section 8. Eight-square section | <ol style="list-style-type: none"> 9. Main topmast – after side 10. Circular section 11. Hounds – eight-square section 12. Stop 13. Head – square section 14. Cheek block 15. Cap tenon 16. Fore topmast 17. Mizen topmast |
|--|---|

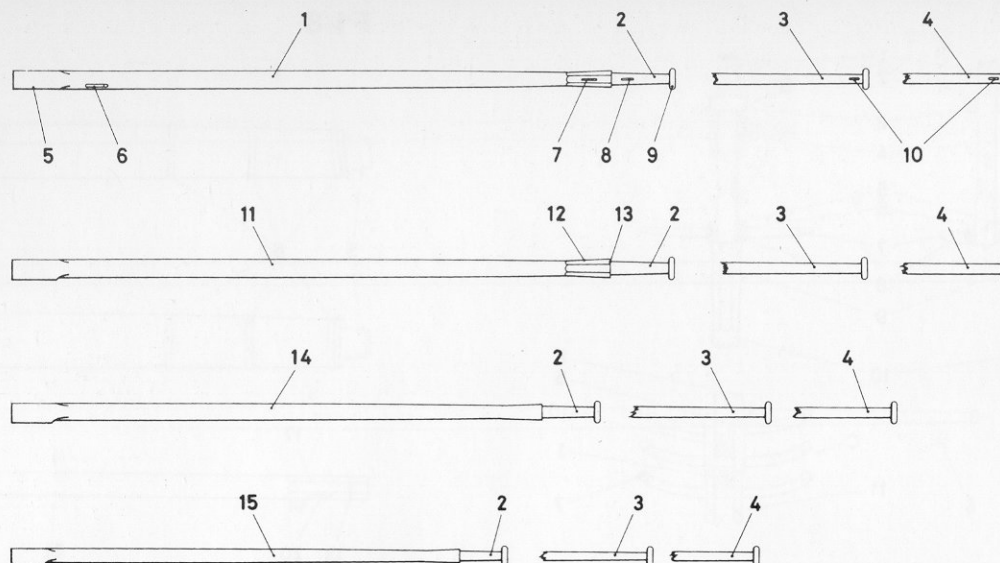
F1/4



F1/5 Topgallant masts (1/96 scale)

1. Main topgallant mast – after side
2. Stump pole head
3. Common pole head
4. Long pole head
5. Heel – square section
6. Sheave hole for the top rope
7. Sheave hole for the topsail tye
8. Sheave hole for the staysail halliard
9. Truck
10. Sheave hole for the flag or royal halliard
11. Main topgallant mast – larboard side
12. Hounds – eight-square section
13. Stop
14. Fore topgallant mast
15. Mizzen topgallant mast

F1/5

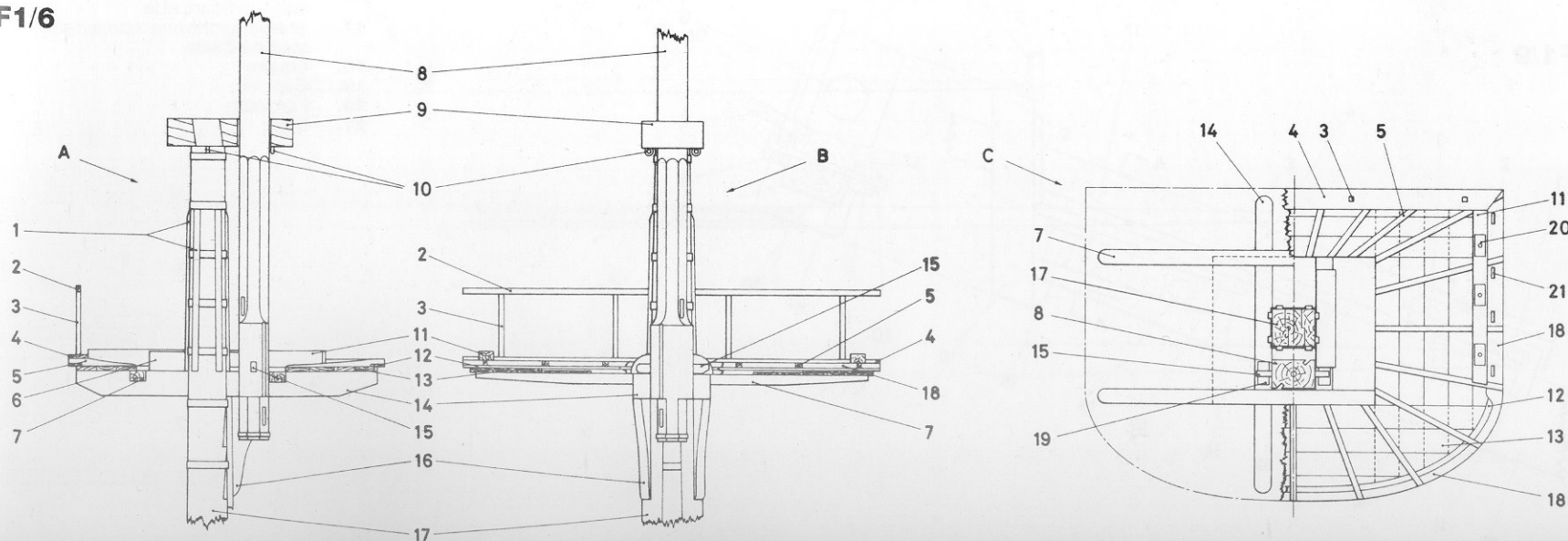


F1/6 Main top (1/96 scale)

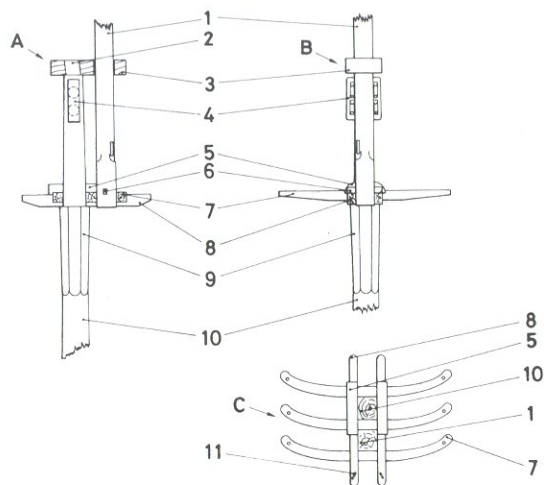
- A. Section from starboard
- B. From ahead
- C. Plan
1. Battens
2. Rail
3. Stanchion
4. Gunwale
5. Timber
6. Bolster
7. Cross tree
8. Main topmast
9. Cap

10. Eyebolts
11. Chock
12. Rim
13. Deals
14. Trestle tree
15. Fid
16. Bib
17. Main mast
18. Filling
19. Fid plate
20. Swivel socket plate
21. Slot for futtock plate

F1/6



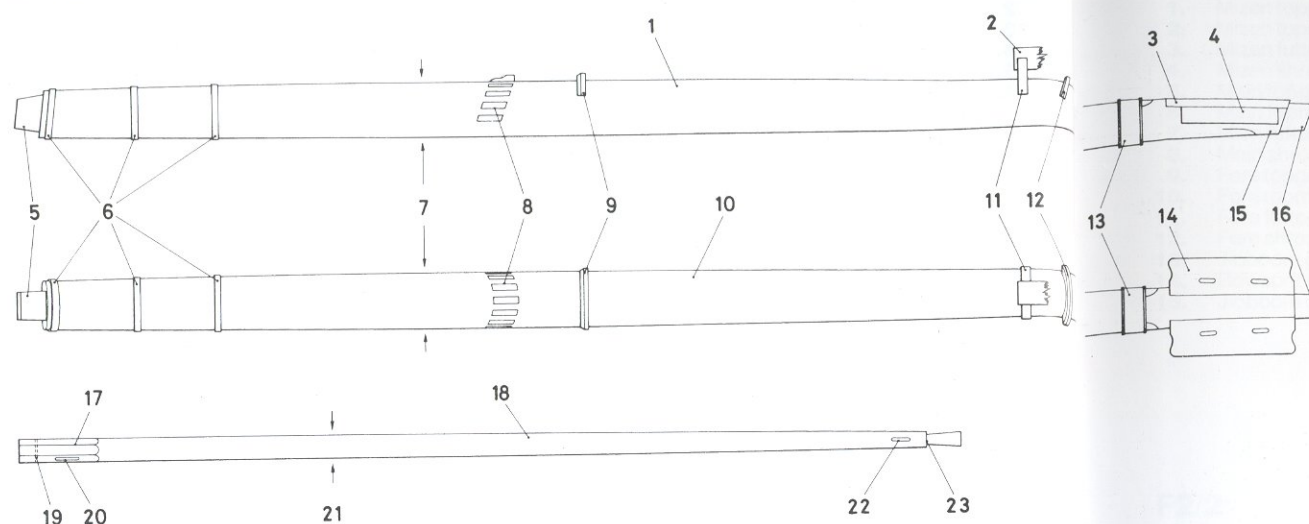
F1/7



F1/7 Main topmast cross trees (1/96 scale)

- A.** Section from starboard
B. From ahead
C. Plan
1. Main topgallant mast
2. Tenon
3. Cap
4. Cheek blocks
5. Bolster
6. Fid
7. Cross tree
8. Trestle tree
9. Hounds
10. Main topmast
11. Sheave for fore topgallant brace

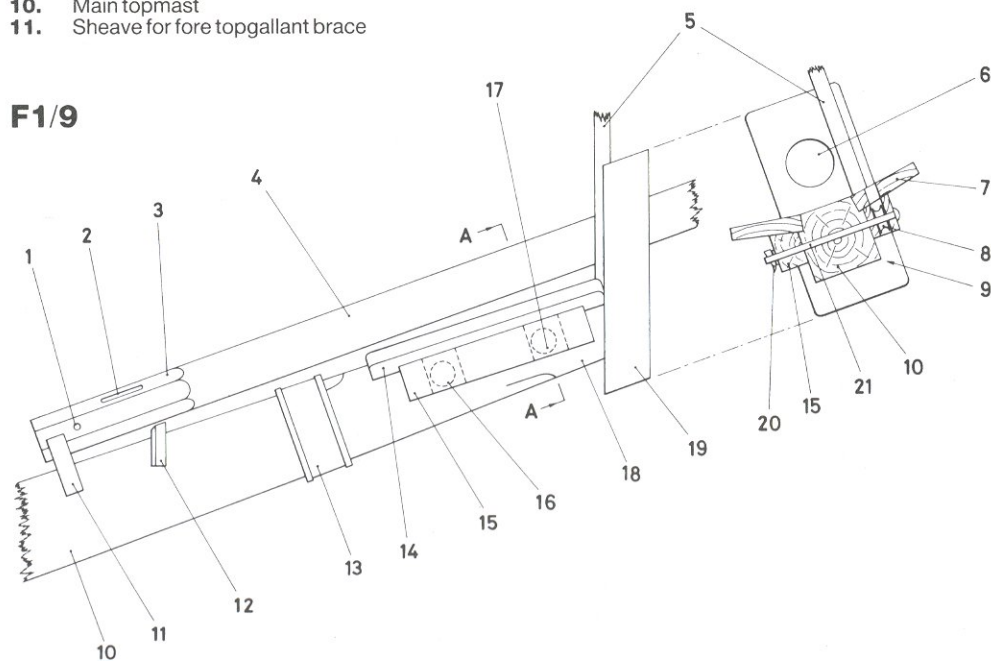
F1/8



F1/8 Bowsprit and jibboom (1/96 scale)

- 1.** Bowsprit – starboard side
2. Jibboom heel
3. Bee's seat
4. Bee block
5. Heel tenon
6. Hoops
7. Bed
8. Position of the gammoning cleats
9. Fairlead saddle
10. Bowsprit – plan
11. Jibboom saddle
12. Spritsail sling saddle
13. Woolding
14. Larboard bee
15. Square
16. Cap tenon
17. Heel – eight-square section
18. Jibboom plan
19. Hole for heel lashing
20. Sheave hole for the top rope
21. Cap
22. Sheave for the outhauler
23. Stop

F1/9



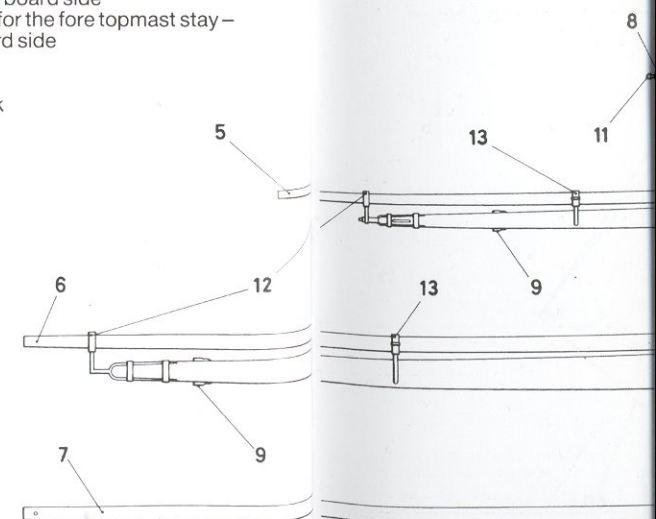
F1/9 Bowsprit cap (1/48 scale)

- 1.** Hole for the heel lashing
2. Sheave hole for the top rope
3. Eight-square section
4. Jibboom
5. Jack staff
6. Leathered hole for the jibboom
7. Starboard bee
8. Sheave for the fore topmast stay
9. Section on AA looking forward
10. Bowsprit
11. Jibboom saddle
12. Spritsail sling saddle
13. Woolding
14. Starboard bee
15. Bee block
16. Sheave for the fore topmast preventer stay – larboard side
17. Sheave for the fore topmast stay – starboard side
18. Square
19. Cap
20. Forelock
21. Bolt

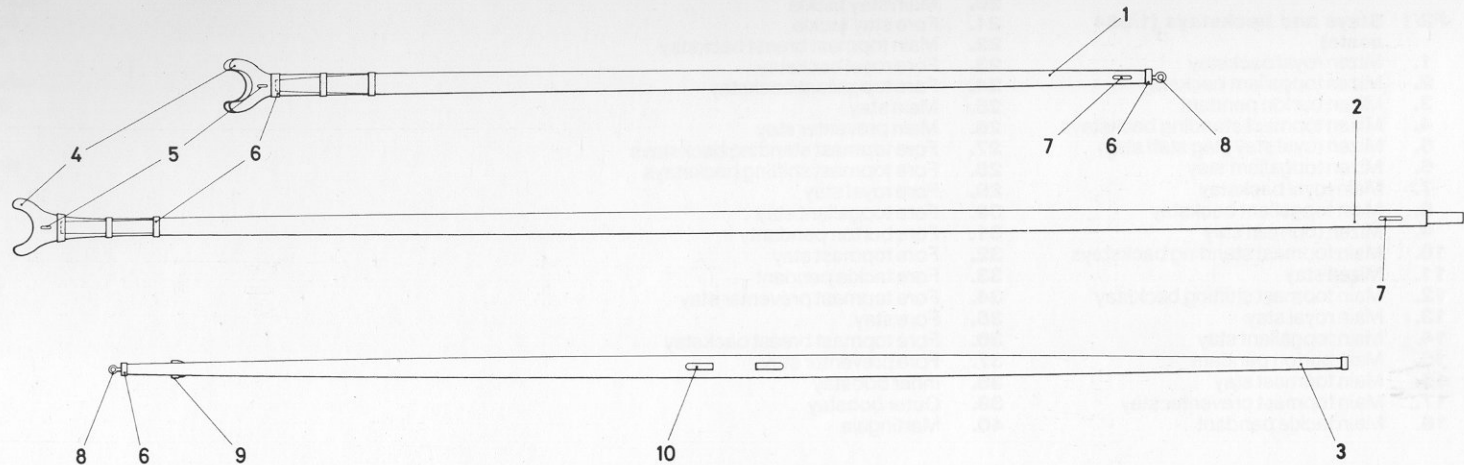
F1/10 Main yards and studding booms (1/96 scale)

- 1.** Royal yard – plan
2. Topgallant yard – plan
3. Topsail yard – plan
4. Lower yard – plan
5. Topgallant studding sail boom
6. Top studding sail boom
7. Lower studding sail boom

F1/10



F1/11



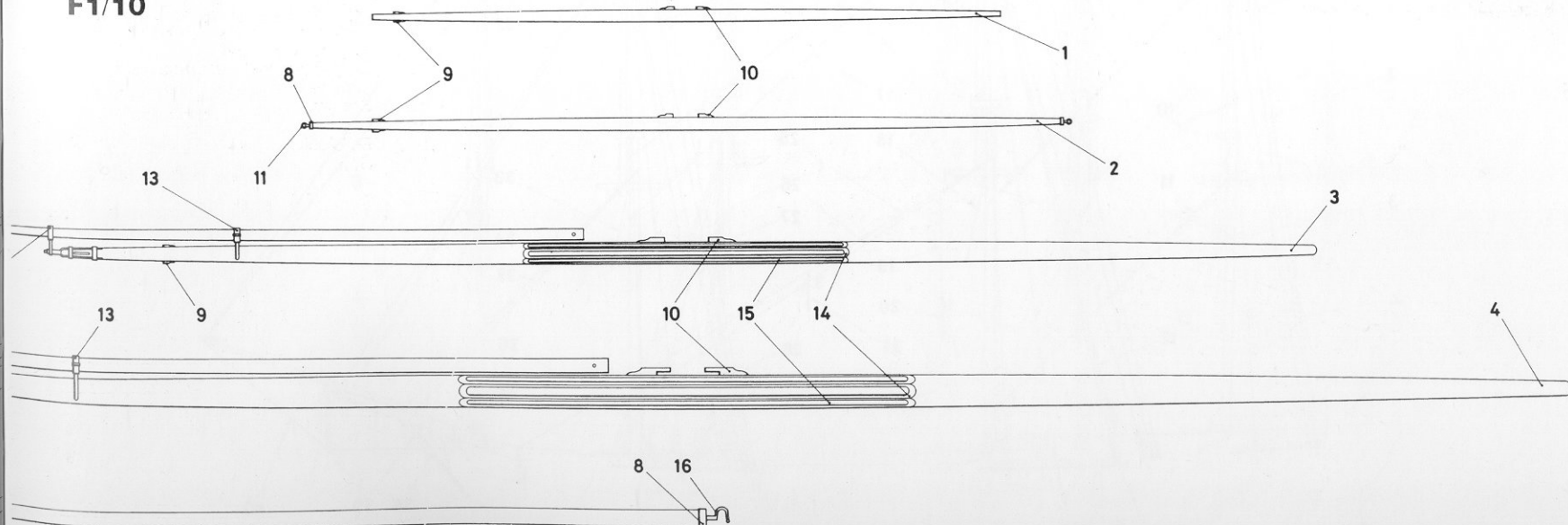
F1/11 Driver boom, gaff and spritsail yard (1/96 scale)

1. Gaff – plan
2. Driver boom – plan
3. Spritsail yard from below
4. Jaws
5. Eyebolt
6. Hoop
7. Sheave hole
8. Sprig eyebolt
9. Stop cleat
10. Sling cleat

F1/10 Main yards and studding sail booms (1/96 scale)

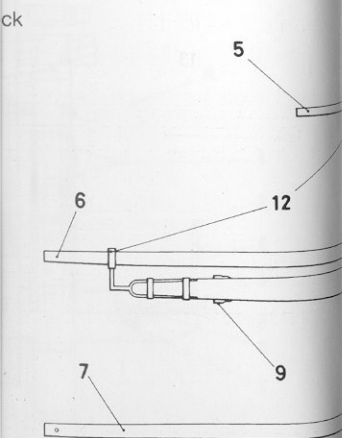
1. Royal yard – plan
2. Topgallant yard – plan
3. Topsail yard – plan
4. Lower yard – plan
5. Topgallant studding sail boom – plan
6. Top studding sail boom – plan
7. Lower studding sail boom – elevation
8. Hoop
9. Stop cleat
10. Sling cleat
11. Sprig eyebolt
12. Outer boom iron
13. Inner (hinged) boom iron
14. Eight-square section
15. Battens
16. Gooseneck

F1/10



Sprit cap (1/48 scale)

for the heel lashing
hole for the top rope
square section
om
staff
ered hole for the jibboom
ard bee
e for the fore topmast stay
n on AA looking forward
prit
om saddle
ail sling saddle
ing
ard bee
ock
e for the fore topmast preventer
larboard side
e for the fore topmast stay –
ard side
e

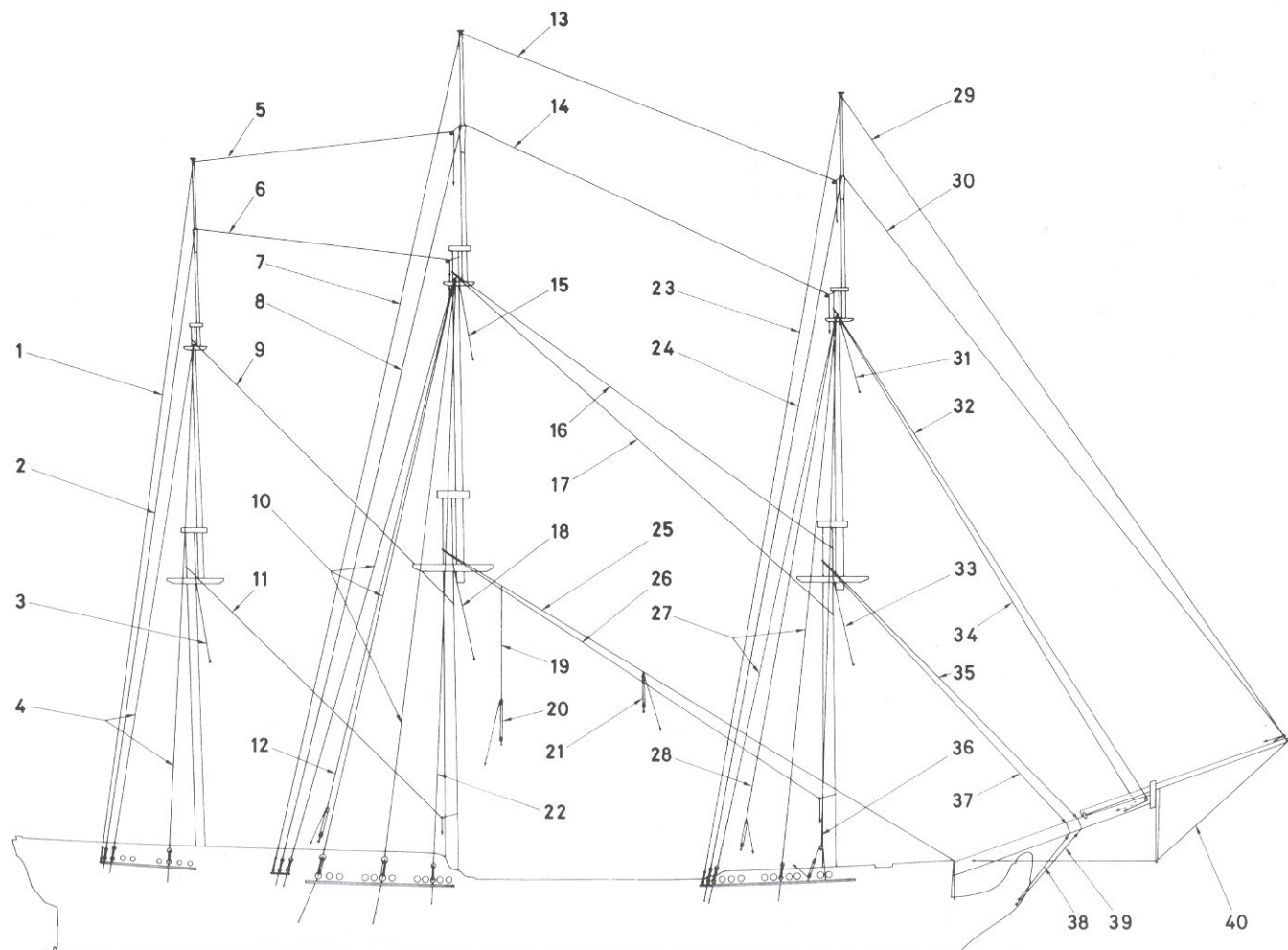


F2 STANDING RIGGING

F2/1 Stays and backstays (1/384 scale)

- | | | | |
|-----|------------------------------------|-----|---------------------------------|
| 1. | Mizen royal backstay | 19. | Main stay tackle pendant |
| 2. | Mizen topgallant backstay | 20. | Main stay tackle |
| 3. | Mizen burton pendant | 21. | Fore stay tackle |
| 4. | Mizen topmast standing backstays | 22. | Main topmast breast backstay |
| 5. | Mizen royal stay (flag staff stay) | 23. | Fore royal backstay |
| 6. | Mizen topgallant stay | 24. | Fore topgallant backstay |
| 7. | Main royal backstay | 25. | Main stay |
| 8. | Main topgallant backstay | 26. | Main preventer stay |
| 9. | Mizen topmast stay | 27. | Fore topmast standing backstays |
| 10. | Main topmast standing backstays | 28. | Fore topmast shifting backstays |
| 11. | Mizen stay | 29. | Fore royal stay |
| 12. | Main topmast shifting backstay | 30. | Fore topgallant stay |
| 13. | Main royal stay | 31. | Fore burton pendant |
| 14. | Main topgallant stay | 32. | Fore topmast stay |
| 15. | Main burton pendant | 33. | Fore tackle pendant |
| 16. | Main topmast stay | 34. | Fore topmast preventer stay |
| 17. | Main topmast preventer stay | 35. | Fore stay |
| 18. | Main tackle pendant | 36. | Fore topmast breast backstay |
| | | 37. | Fore preventer stay |
| | | 38. | Inner bobstay |
| | | 39. | Outer bobstay |
| | | 40. | Martingale |

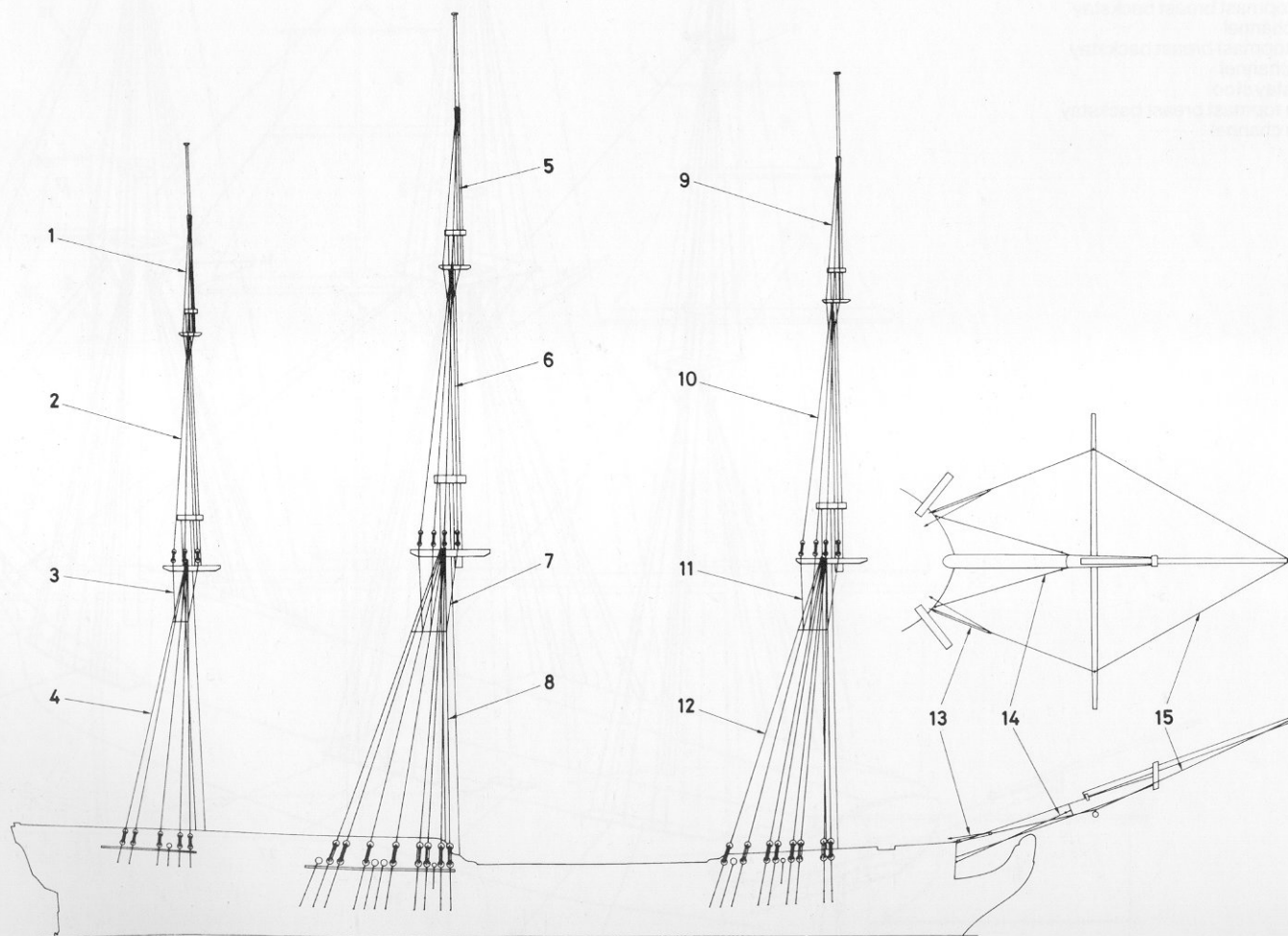
F2/1



F2/2 Shrouds (1/384 scale)

1. Mizzen topgallant shrouds
2. Mizzen topmast shrouds
3. Mizzen futtock shrouds
4. Mizzen shrouds
5. Main topgallant shrouds
6. Main topmast shrouds
7. Main futtock shrouds
8. Main shrouds
9. Fore topgallant shrouds
10. Fore topmast shrouds
11. Fore futtock shrouds
12. Fore shrouds
13. Jibboom guy tackle
14. Bowsprit shroud
15. Jibboom guy pendant

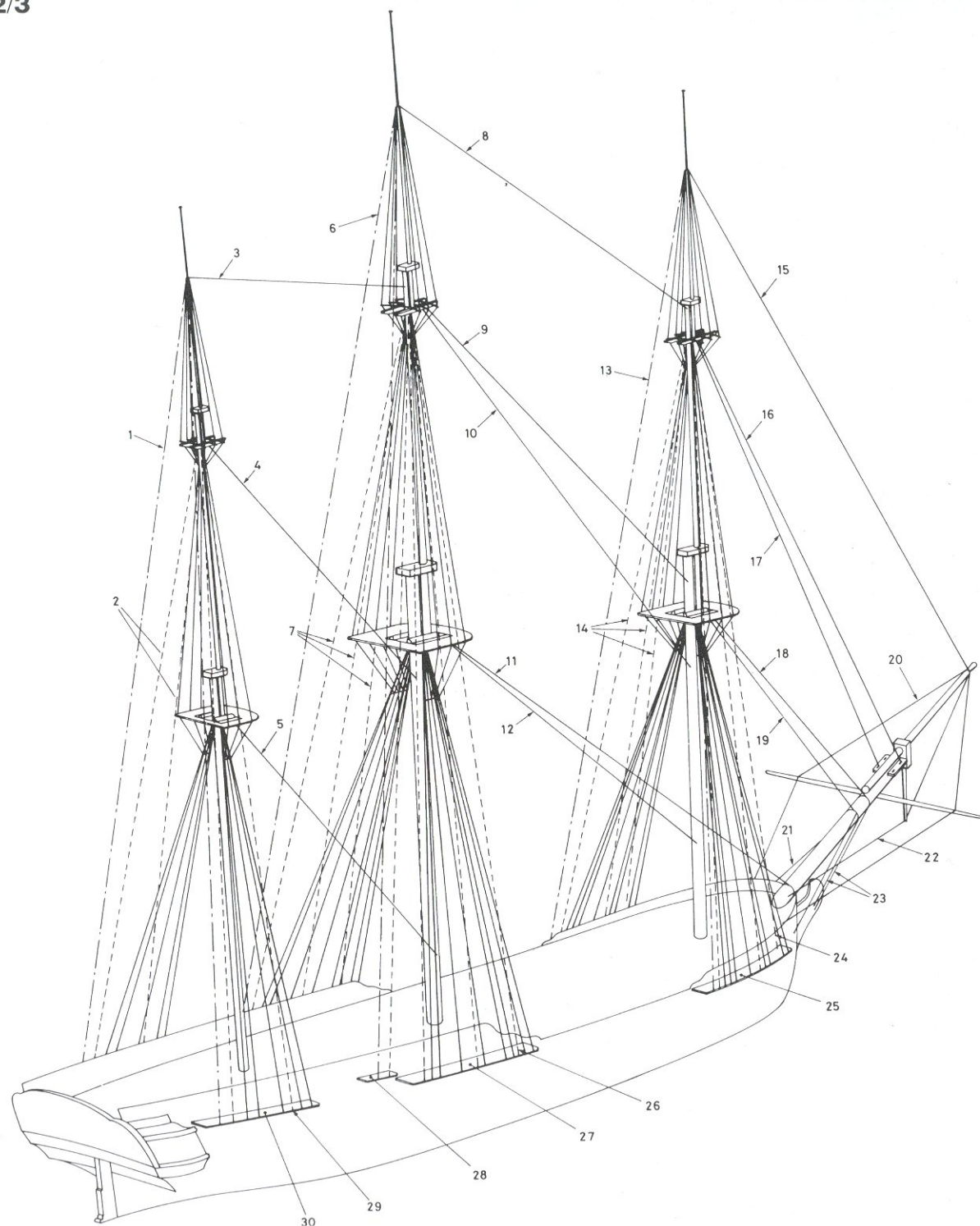
F2/2



F2/3 Perspective (no scale)

1. Mizzen topgallant backstay
2. Mizzen topmast backstays
3. Mizzen topgallant stay
4. Mizzen topmast stay
5. Mizzen stay
6. Main topgallant backstay
7. Main topmast backstays
8. Main topgallant stay
9. Main topmast stay
10. Main topmast preventer stay
11. Main stay
12. Main preventer stay
13. Fore topgallant backstay
14. Fore topmast backstays
15. Fore topgallant stay
16. Fore topmast stay
17. Fore topmast preventer stay
18. Fore stay
19. Fore preventer stay
20. Jibboom guy
21. Bowsprit shroud
22. Martingale stay
23. Bobstays
24. Fore topmast breast backstay
25. Fore channel
26. Main topmast breast backstay
27. Main channel
28. Backstay stool
29. Mizzen topmast breast backstay
30. Mizzen channel

F2/3

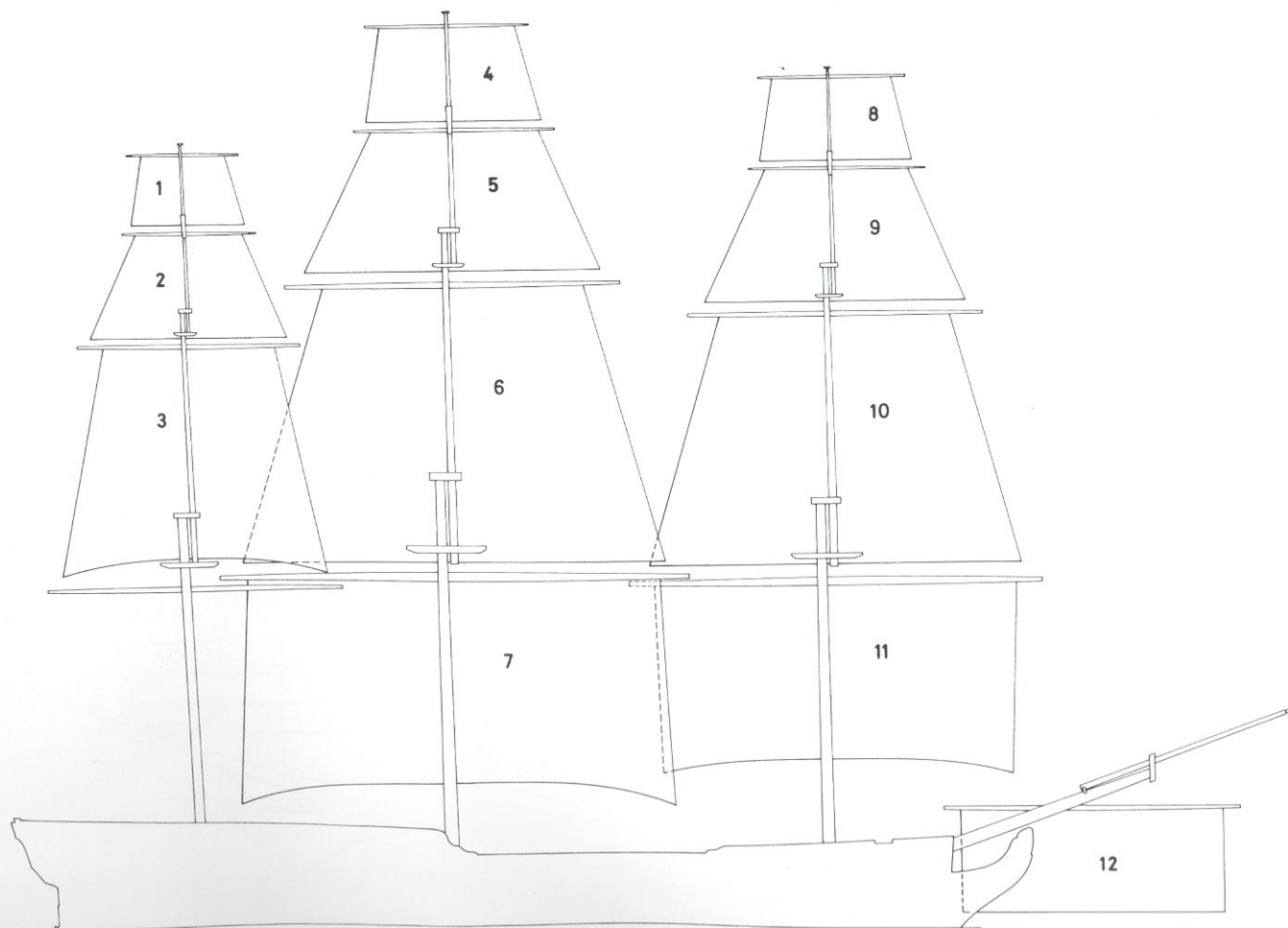


SAILS

F3/1 Sail plan – square sails (1/384 scale)

1. Mizzen royal
2. Mizzen topgallant
3. Mizzen topsail
4. Main royal
5. Main topgallant
6. Main topsail
7. Main course
8. Fore royal
9. Fore topgallant
10. Fore topsail
11. Fore course
12. Spritsail

F3/1

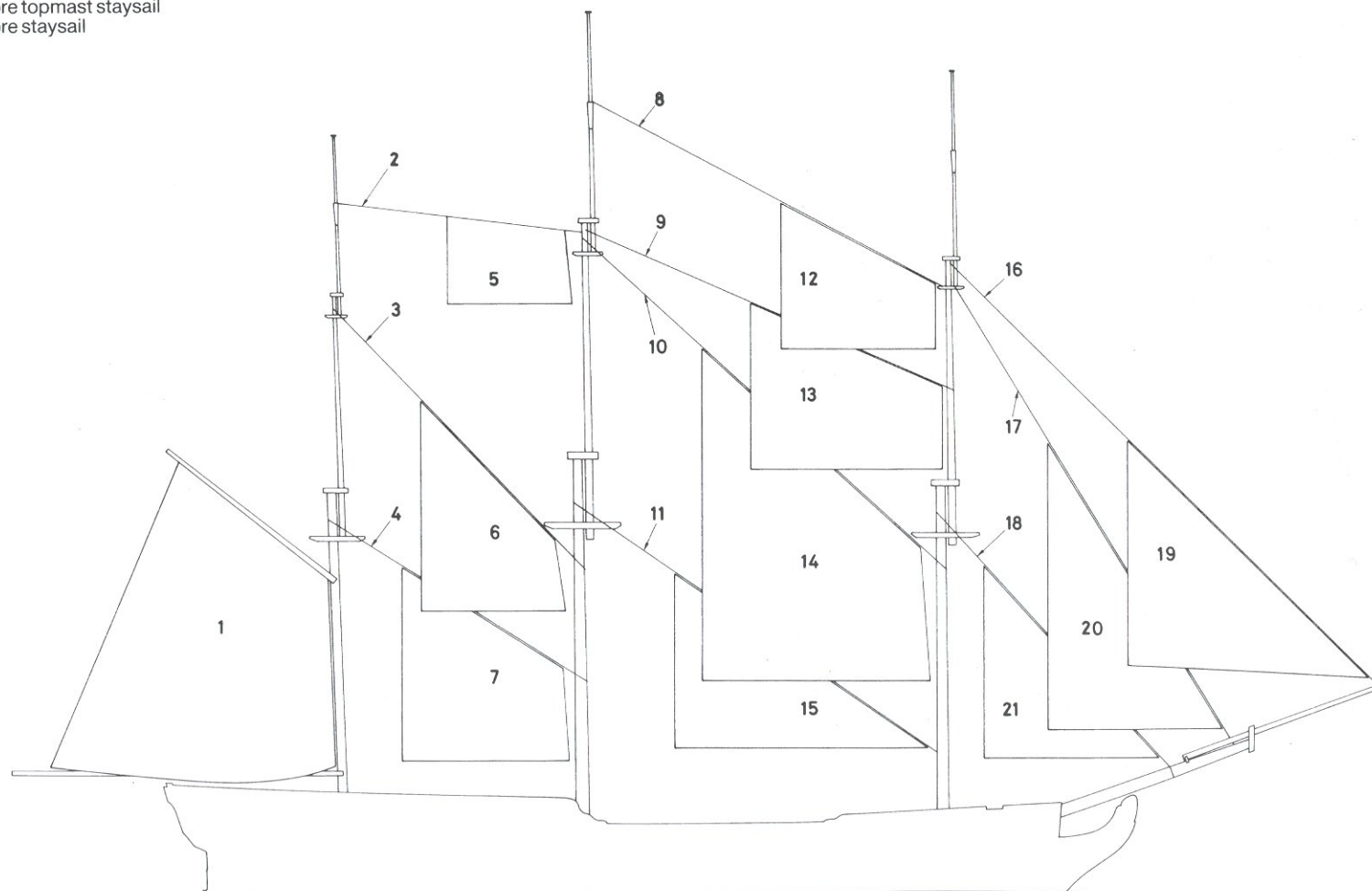


F3/2 Sail plan — fore and aft sails (1/384 scale)

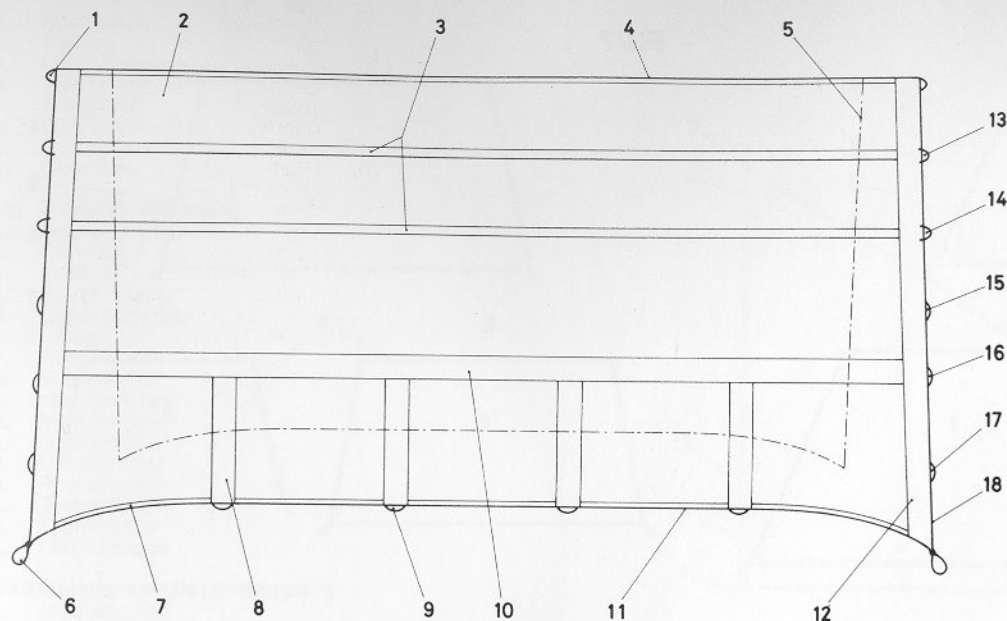
1. Driver
2. Mizzen topgallant stay
3. Mizzen topmast stay
4. Mizzen staysail stay
5. Mizzen topgallant staysail
6. Mizzen topmast staysail
7. Mizzen staysail
8. Main topgallant staysail stay
9. Middle staysail stay
10. Main topmast preventer stay
11. Main staysail stay
12. Main topgallant staysail
13. Middle staysail
14. Main topmast staysail
15. Main staysail
16. Jib stay
17. Fore topmast preventer stay
18. Fore preventer stay
19. Jib
20. Fore topmast staysail
21. Fore staysail

F3/3 Courses — fore side (1/192 scale)

1. Earing
2. Main course
3. Reef bands
4. Head bolt rope
5. Outline of fore course
6. Clue rope
7. Tabling
8. Bunt line cloth
9. Bunt line cringle
10. Middle band
11. Foot bolt rope
12. Lining
13. Upper reef cringle
14. Lower reef cringle
15. Upper bowline cringle
16. Middle bowline cringle
17. Lower bowline cringle
18. Leech bolt rope



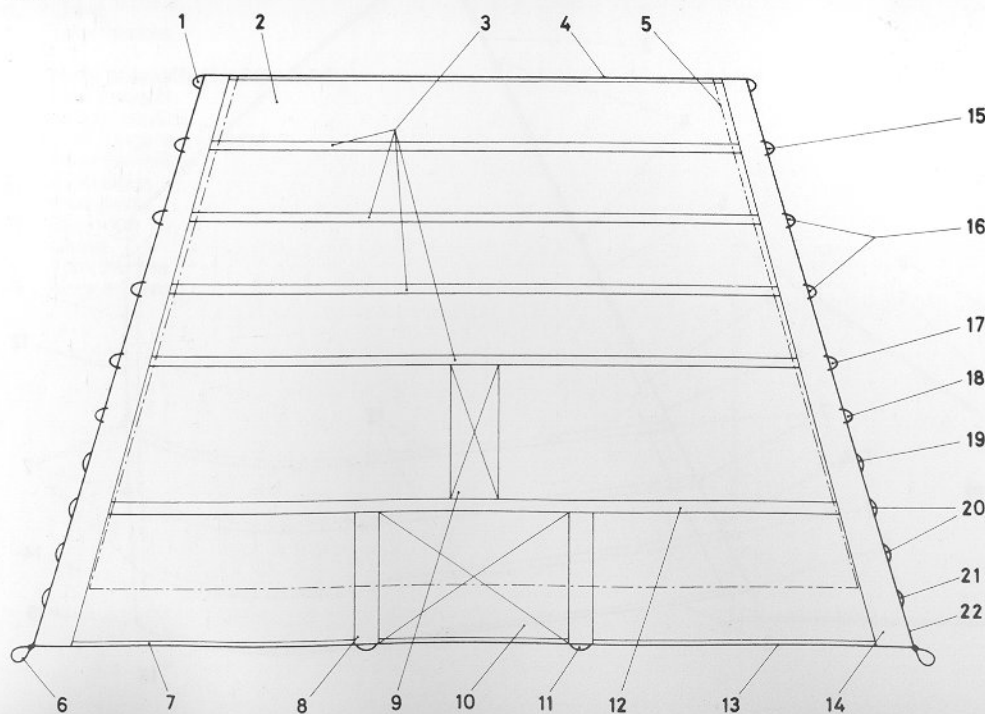
F3/3



F3/4 Main and fore topsails – fore side (1/192 scale)

1. Earing
2. Main topsail
3. Reef bands
4. Head bolt rope
5. Outline of fore topsail
6. Clue rope
7. Tabling
8. Bunt line cloth
9. Mast cloths (after side)
10. Top lining (after side)
11. Bunt line cringle
12. Middle band
13. Foot bolt rope
14. Lining
15. Upper reef cringle
16. Middle reef cringle
17. Lower reef cringle
18. Reef tackle cringle
19. Upper bowline cringle
20. Middle bowline cringles
21. Lower bowline cringle
22. Leech bolt rope

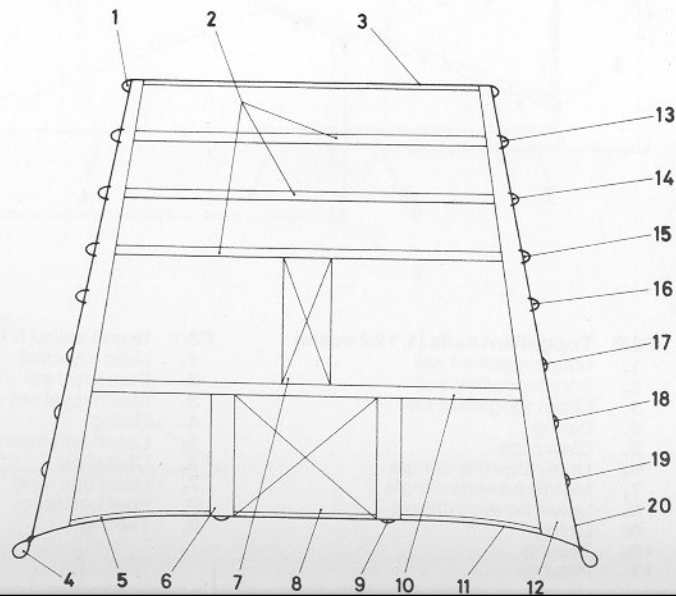
F3/4



F3/5 Mizzen topsail – fore side (1/192 scale)

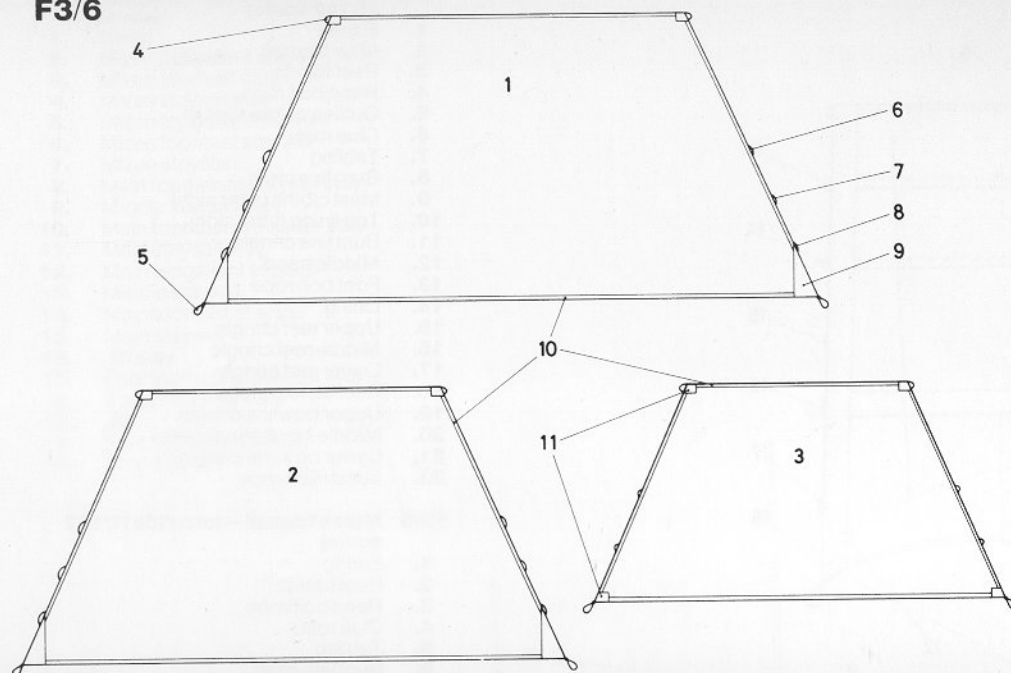
1. Earing
2. Reef bands
3. Head bolt rope
4. Clue rope
5. Tabling
6. Bunt line cloth
7. Mast cloths
8. Top lining
9. Bunt line cringle
10. Middle band
11. Foot bolt rope
12. Lining
13. Upper reef cringle
14. Middle reef cringle
15. Lower reef cringle
16. Reef tackle cringle
17. Upper bowline cringle
18. Middle bowline cringle
19. Lower bowline cringle
20. Leech bolt rope

F3/5

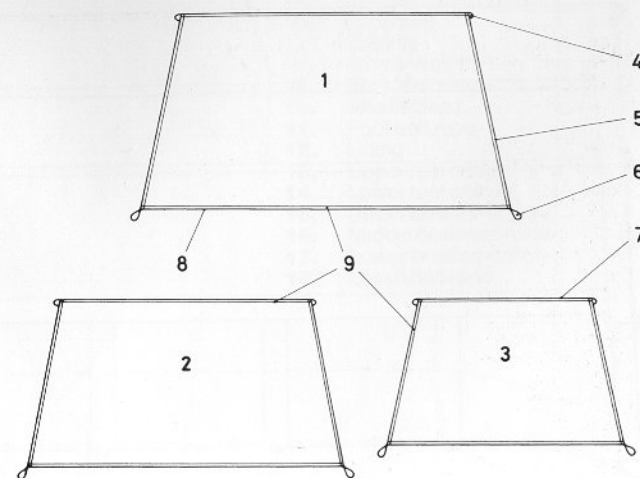


F Spars and rigging

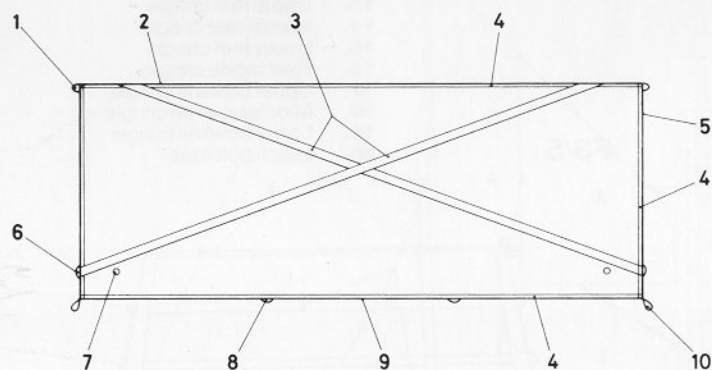
F3/6



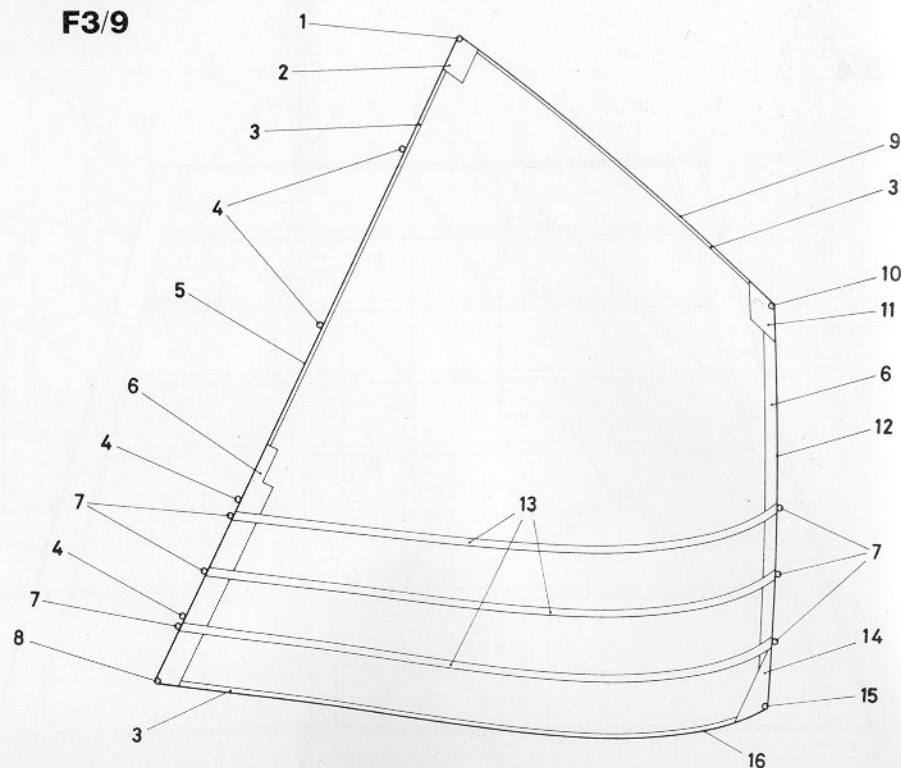
F3/7



F3/8



F3/9



F3/6 Topgallant sails (1/192 scale)

1. Main topgallant sail
2. Fore topgallant sail
3. Mizzen topgallant sail
4. Earing
5. Clew rope
6. Upper bowline cringle
7. Middle bowline cringle
8. Lower bowline cringle
9. Lining
10. Tabling
11. Patches

F3/7 Royal sails (1/192 scale)

1. Main royal sail
2. Fore royal sail
3. Mizzen royal sail
4. Earing
5. Leech bolt rope
6. Clue rope
7. Head bolt rope
8. Foot bolt rope
9. Tabling

F3/8 Spritsail (1/192 scale)

1. Earing
2. Head bolt rope
3. Reef bands
4. Tabling
5. Leech bolt rope
6. Reef cringle
7. Water hole
8. Bunt line cringle
9. Foot bolt rope
10. Clue rope

F3/9 Driver (1/192 scale)

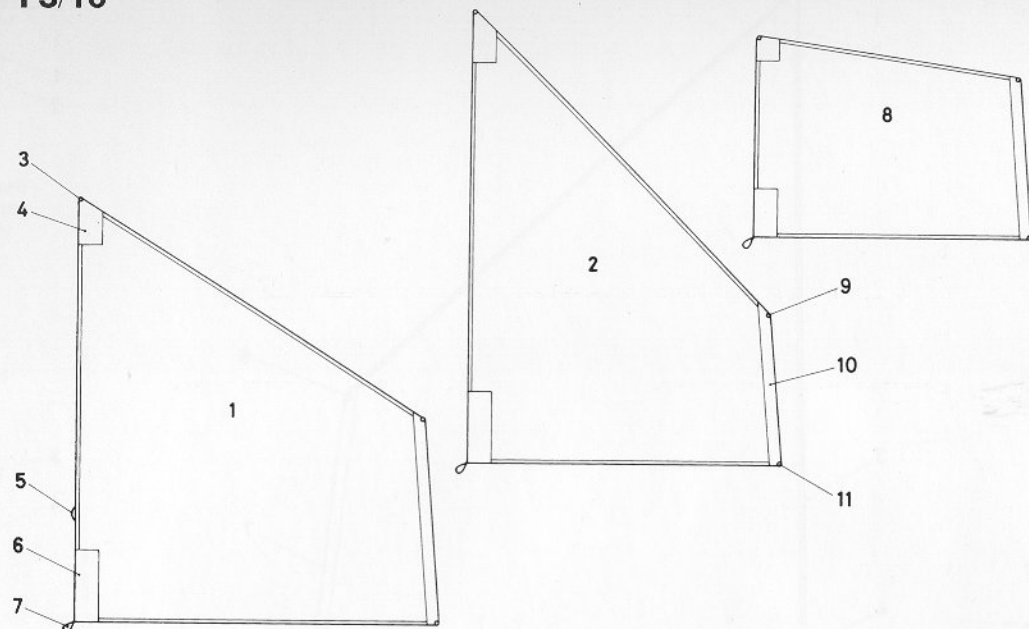
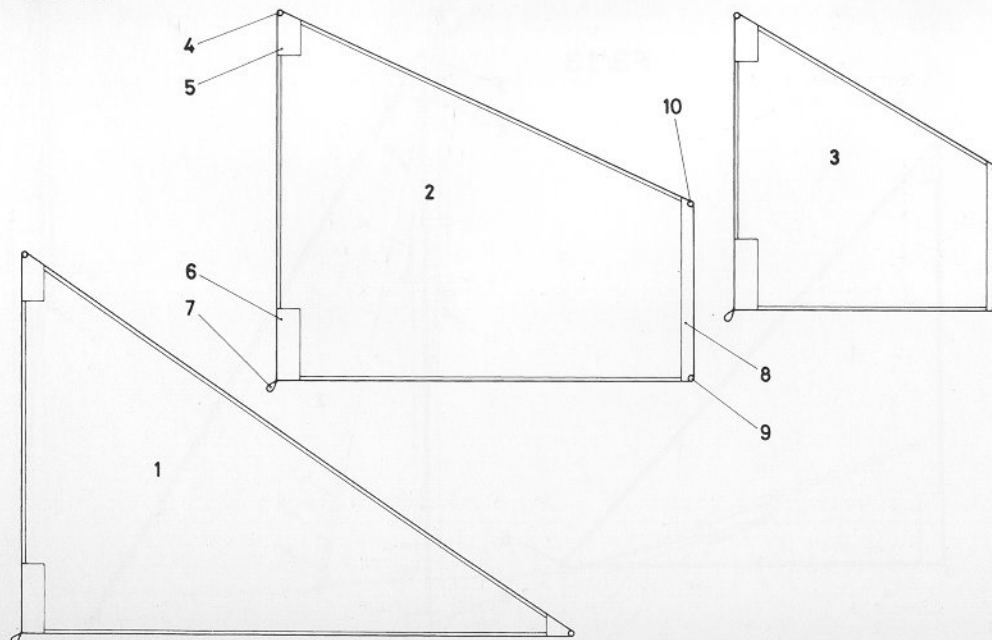
1. Peak earing thimble
2. Peak piece
3. Tabling
4. Brail thimbles
5. Leech bolt rope
6. Lining
7. Reef thimble
8. Clue thimble
9. Head bolt rope
10. Nock thimble
11. Nock piece
12. Luff bolt rope
13. Reef bands
14. Tack piece
15. Tack thimble
16. Foot bolt rope

F3/10 Mizzen staysails (1/192 scale)

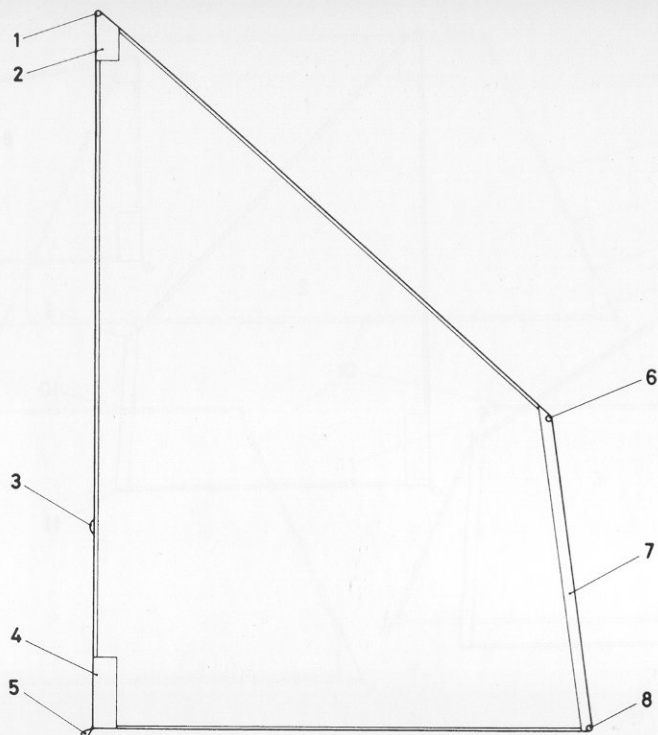
1. Mizzen staysail
2. Mizzen topmast staysail
3. Peak thimble
4. Peak piece
5. Brail cringle
6. Clue piece
7. Clue rope
8. Mizzen topgallant staysail
9. Nock thimble
10. Lining
11. Tack thimble

F3/11 Main staysails (1/192 scale)

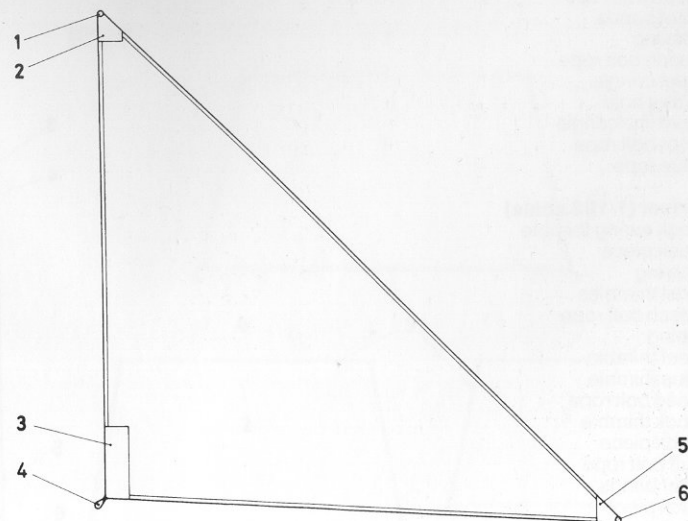
1. Main staysail
2. Middle staysail
3. Main topgallant staysail
4. Peak thimble
5. Peak piece
6. Clue piece
7. Clue rope
8. Lining
9. Tack thimble
10. Nock thimble

F3/10**F3/11**

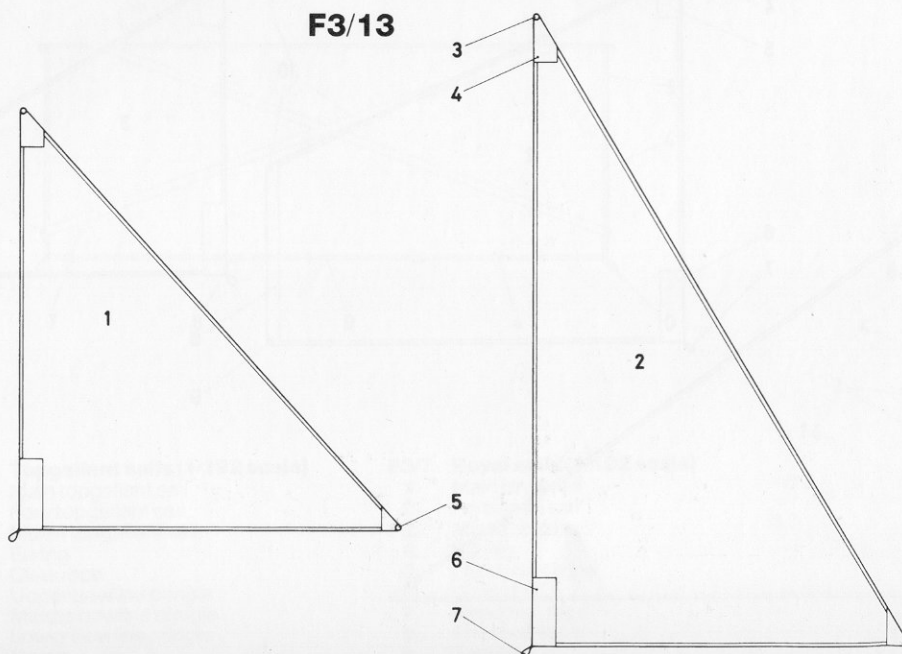
F3/12



F3/14



F3/13



F3/12 Main topmast staysail (1/192 scale)

1. Peak thimble
2. Peak piece
3. Brail cringle
4. Clue piece
5. Clue rope
6. Nock thimble
7. Lining
8. Tack thimble

F3/13 Fore staysails (1/192 scale)

1. Fore staysail
2. Fore topmast staysail
3. Peak thimble
4. Peak piece
5. Tack thimble
6. Clue piece
7. Clue rope

F3/14 Jib (1/192 scale)

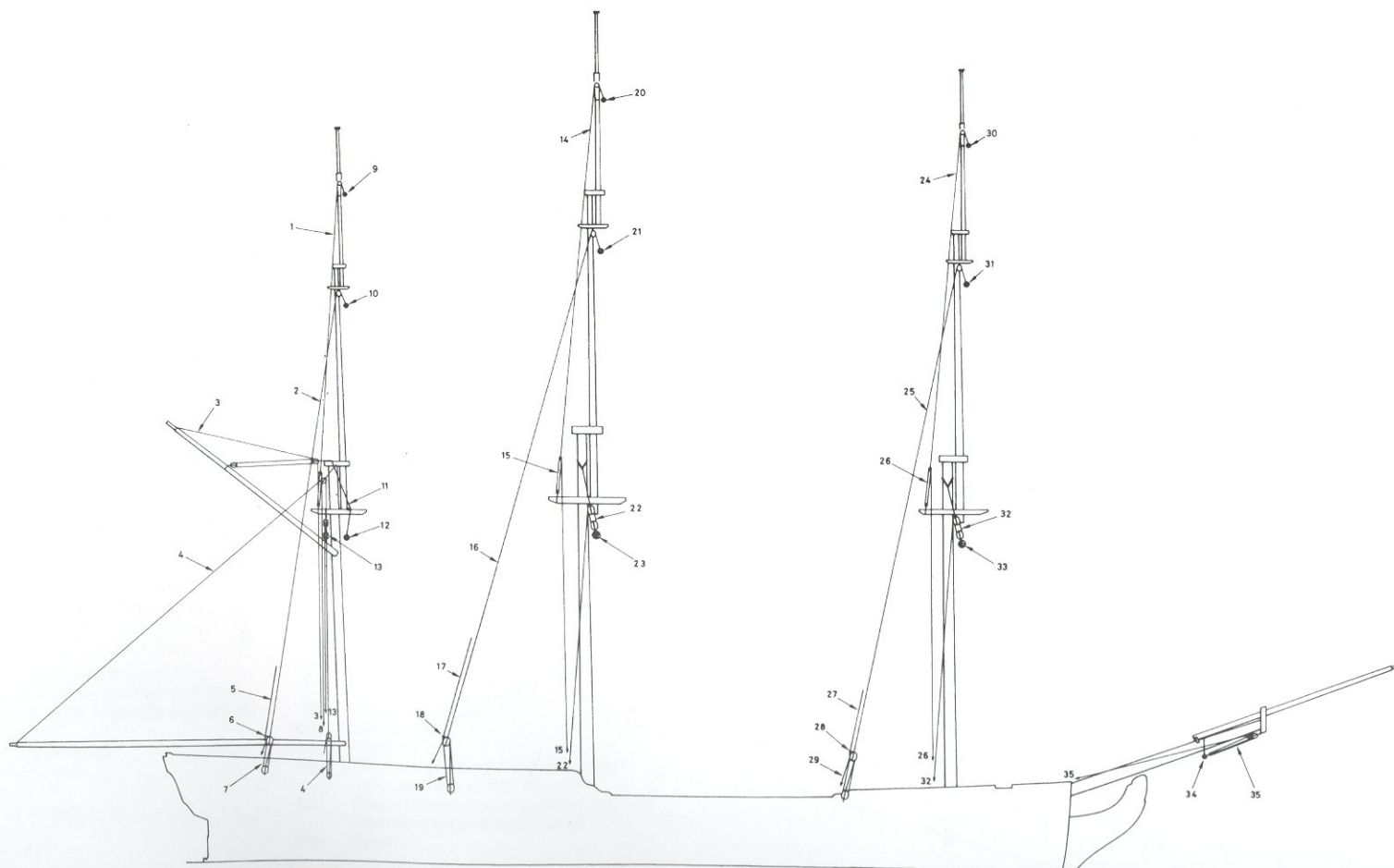
1. Peak thimble
2. Peak piece
3. Clue piece
4. Clue rope
5. Lining
6. Tack thimble

F4 RUNNING RIGGING – SPARS

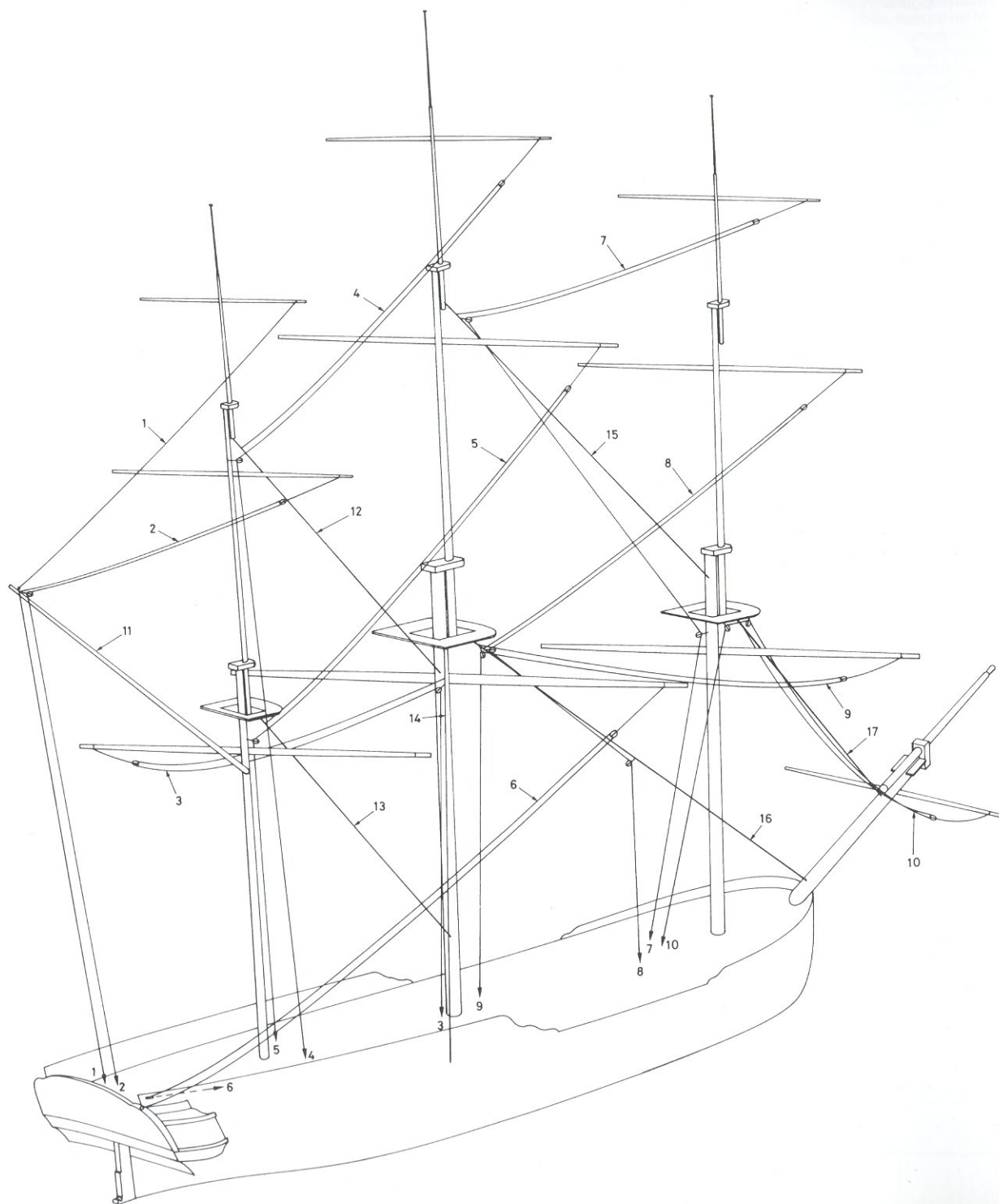
F4/1 Halliards (1/384 scale)

- | | |
|--------------------------------------|-------------------------------------|
| 1. Mizzen topgallant tye | 17. Main topmast backstay |
| 2. Mizzen topsail tye | 18. Traveller on backstay |
| 3. Gaff peak halliard | 19. Main topsail halliard |
| 4. Boom topping lift | 20. Main topgallant yard |
| 5. Mizzen topmast backstay | 21. Main topsail yard |
| 6. Traveller on backstay | 22. Main jeers |
| 7. Mizzen topmast halliard | 23. Main yard |
| 8. Mizzen topgallant halliard | 24. Fore topgallant tye |
| 9. Mizzen topgallant yard | 25. Fore topsail tye |
| 10. Mizzen topsail yard | 26. Fore topgallant halliard |
| 11. Crossjack sling | 27. Fore topmast backstay |
| 12. Crossjack | 28. Traveller on backstay |
| 13. Gaff throat halliard | 29. Fore topsail halliard |
| 14. Main topgallant tye | 30. Fore topgallant yard |
| 15. Main topgallant halliard | 31. Fore topsail yard |
| 16. Main topsail tye | 32. Fore jeers |
| | 33. Fore yard |
| | 34. Spritsail yard |
| | 35. Spritsail yard halliard |

F4/1



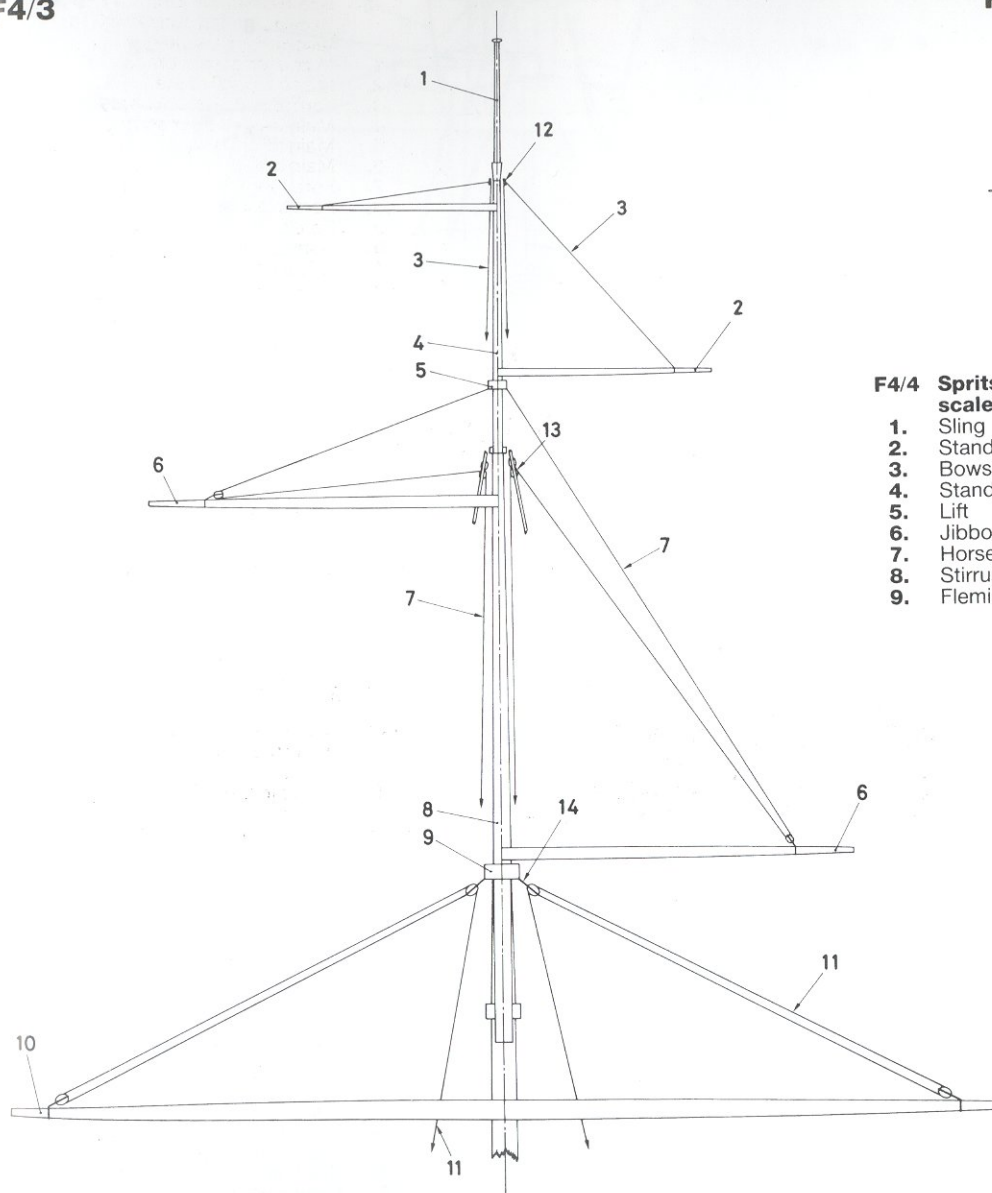
F4/2



F4/2 Braces (starboard only shown, except crossjack which is larboard; no scale)

1. Mizzen topgallant brace
2. Mizzen topsail brace
3. Larboard crossjack brace
4. Main topgallant brace
5. Main topsail brace
6. Main brace
7. Fore topgallant brace
8. Fore topsail brace
9. Fore brace
10. Spritsail brace
11. Driver gaff
12. Mizzen topmast stay
13. Mizzen stay
14. Aftermost starboard main shroud
15. Main topmast stay
16. Main stay
17. Fore stay

F4/3

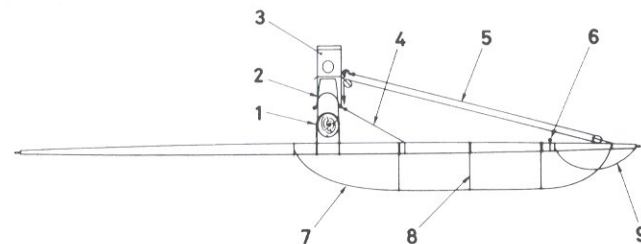


F4/3 Main yard lifts from forward (larboard side - yards hoisted; starboard side - yards lowered; 1/192 scale)

1. Common pole head
2. Topgallant yard
3. Topgallant lift
4. Topgallant mast
5. Topmast cap
6. Topsail yard

7. Topsail lift
8. Topmast
9. Lower mast cap
10. Lower yard
11. Main lift
12. Thimble seized between the two foremost topgallant shrouds
13. Sister block seized between the two foremost topmast shrouds
14. Span

F4/4



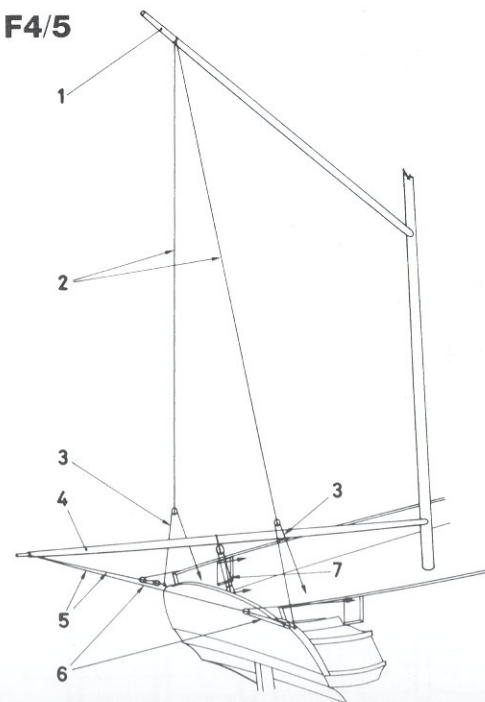
F4/4 Spritsail yard from aft (1/192 scale)

1. Sling
2. Standing lift strap
3. Bowsprit cap
4. Standing lift
5. Lift
6. Jibboom guy pendant thimble
7. Horse
8. Stirrup
9. Flemish horse

F4/5 Driver (no scale)

1. Gaff
2. Vang pendants
3. Vang purchases
4. Boom
5. Guy pendants
6. Guy purchases
7. Boom sheet

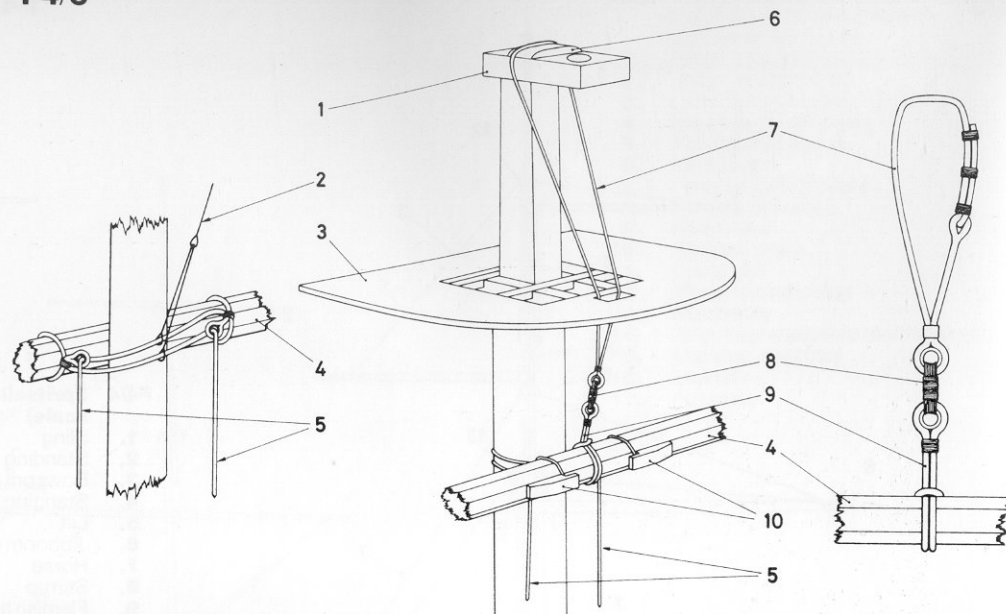
F4/5



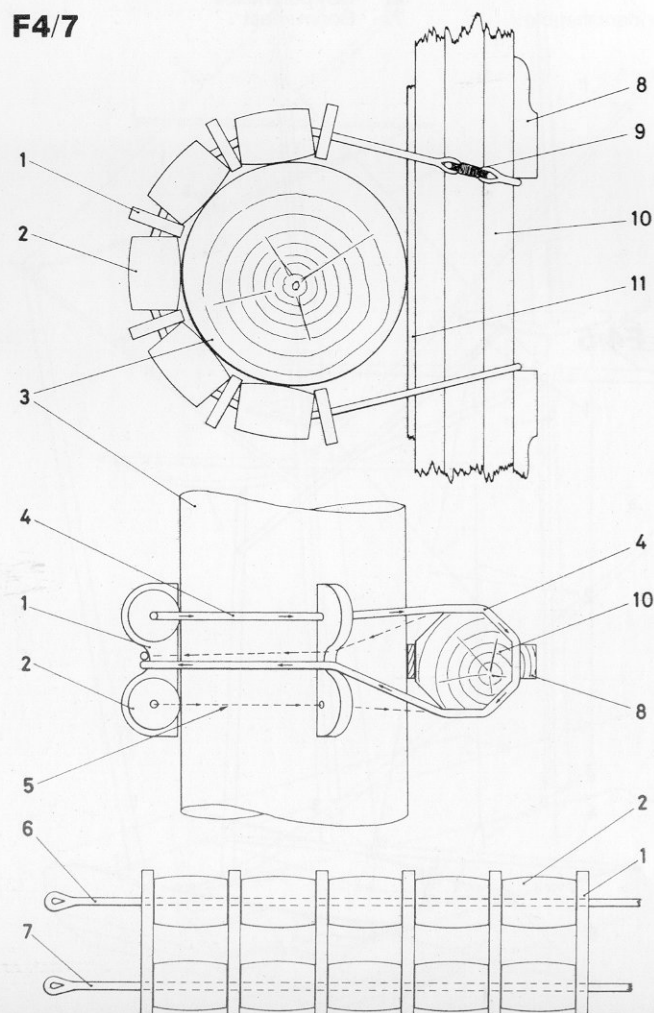
F4/6 Lower yard – sling and truss (no scale)

1. Lower mast cap
2. Nave line
3. Top
4. Lower yard
5. Truss pendant
6. Bolster
7. Sling
8. Laniard
9. Strap
10. Sling cleats

F4/6



F4/7



F4/7 Topsail yard – parral (1/24 scale)

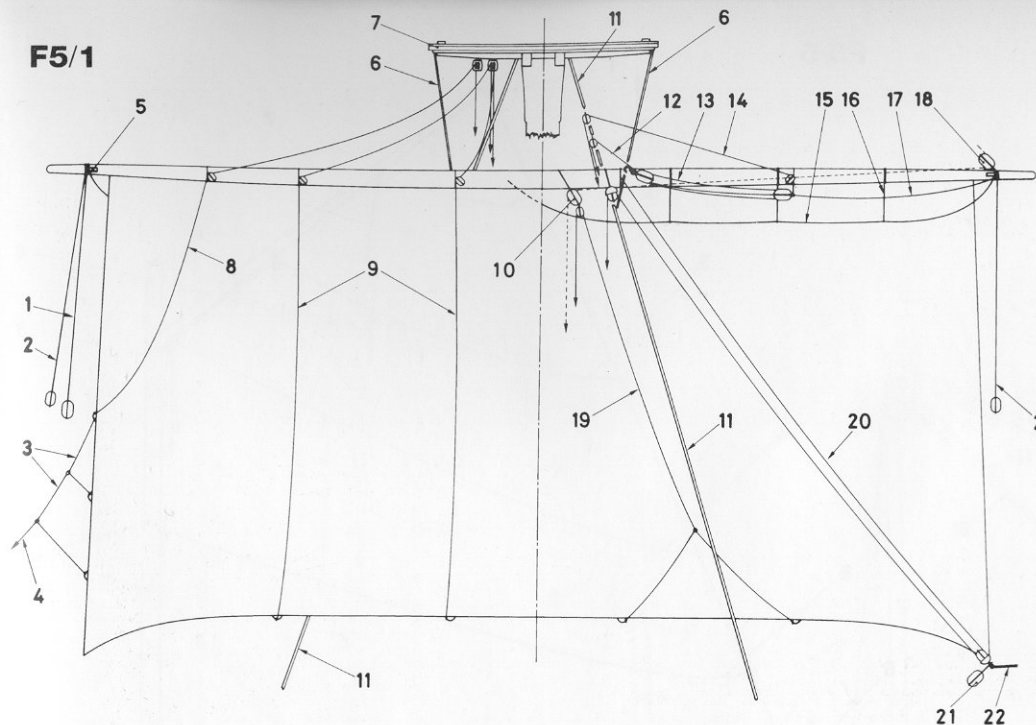
1. Rib
2. Truck
3. Topmast
4. Upper parral rope
5. Line of lower parral rope
6. Upper parral rope with parral unrigger
7. Lower parral rope
8. Cleat
9. Spunyarn seizing
10. Topsail yard
11. Batten

F5 RUNNING RIGGING – SAILS

F5/1 Main course (fore side on the left; after side on the right; 1/192 scale)

1. Yard tackle pendant
2. Brace pendant
3. Bowline bridle
4. Bowline
5. Yardarm cleat
6. Futtock shroud
7. Main top
8. Leech line
9. Bunt lines
10. Quarter block
11. Main shroud
12. Inner tricing line
13. Yard tackle triced up
14. Outer tricing line
15. Horse
16. Stirrup
17. Yard tackle pendant triced up
18. Topsail sheet block
19. Slabline
20. Clew garnet
21. Sheet block
22. Tack

F5/1



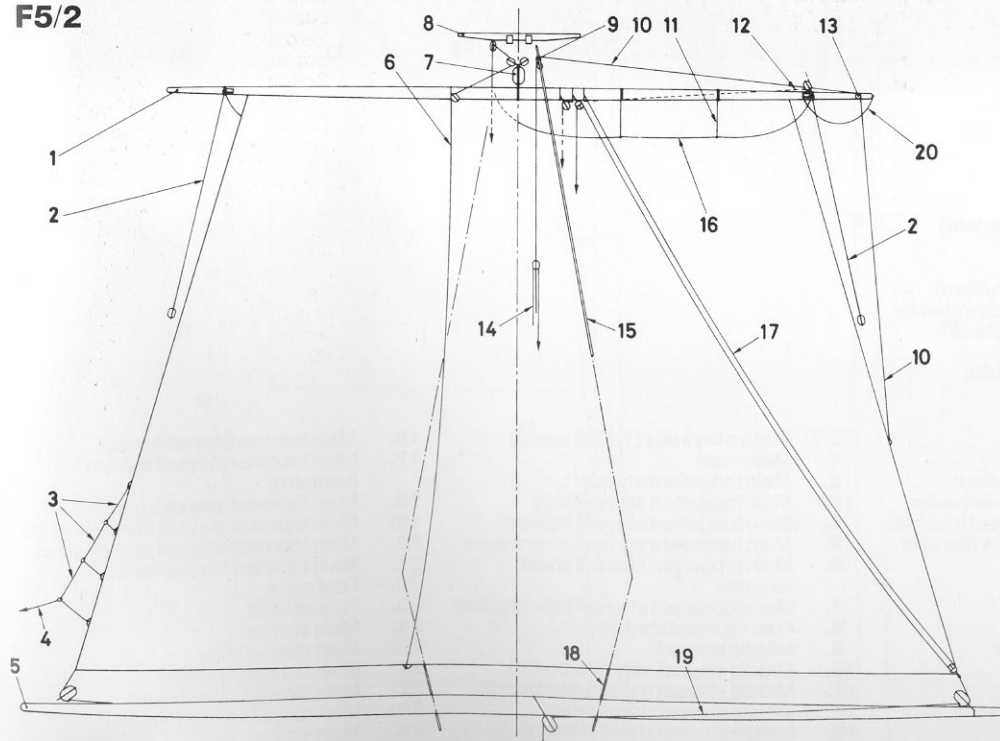
F5/2 Main topsail (fore side on the left; after side on the right; 1/192 scale)

1. Topsail yard
2. Brace pendant
3. Bowline bridles
4. Bowline
5. Lower yard
6. Bunt line
7. Topsail tye block
8. Topmast cross tree
9. Sister block seized between the two foremost shrouds
10. Reef tackle pendant
11. Stirrup
12. Topgallant sheet
13. Yardarm sheave
14. Reef tackle
15. Topmast shroud
16. Horse
17. Clew line
18. Futtock shroud
19. Topsail sheet
20. Flemish horse

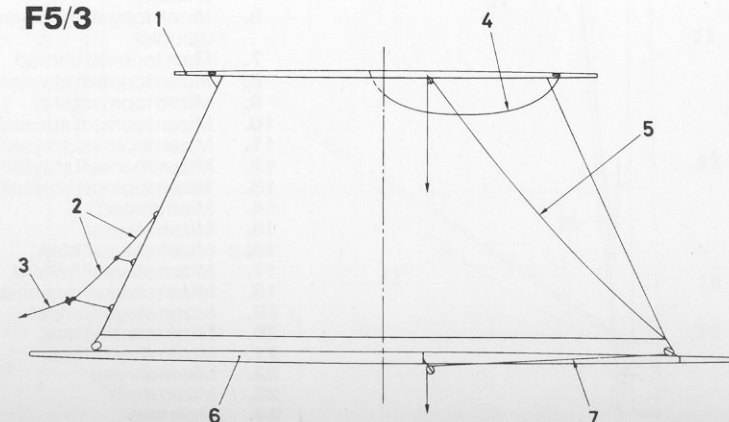
F5/3 Main topgallant sail (fore side on the left; after side on the right; 1/192 scale)

1. Topgallant yard
2. Bowline bridle
3. Toggled bowline
4. Horse
5. Clue line
6. Topsail yard
7. Sheet

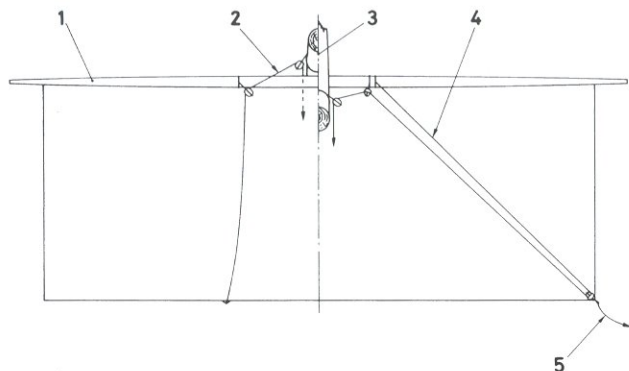
F5/2



F5/3



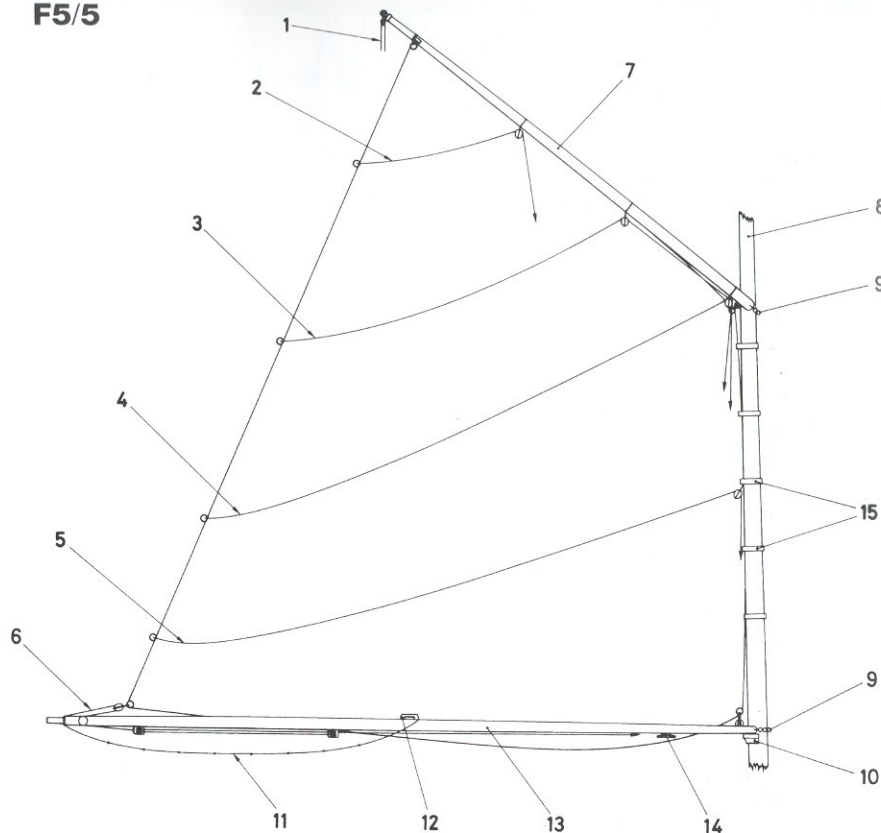
F5/4



F5/4 Spritsail (fore side on the left; after side on the right; 1/192 scale)

1. Spritsail yard
2. Bunt line
3. Bowsprit
4. Clue line
5. Sheet

F5/5



F5/5 Driver (1/192 scale)

1. Ensign halliard
2. Peak brail
3. Middle brail
4. Throat brail
5. Foot brail
6. Sheet
7. Gaff
8. Mizen mast
9. Parral
10. Saddle
11. Horse
12. Comb cleat
13. Boom
14. Sheet cleat
15. Mast hoops

F5/6 Mizen staysails (1/192 scale)

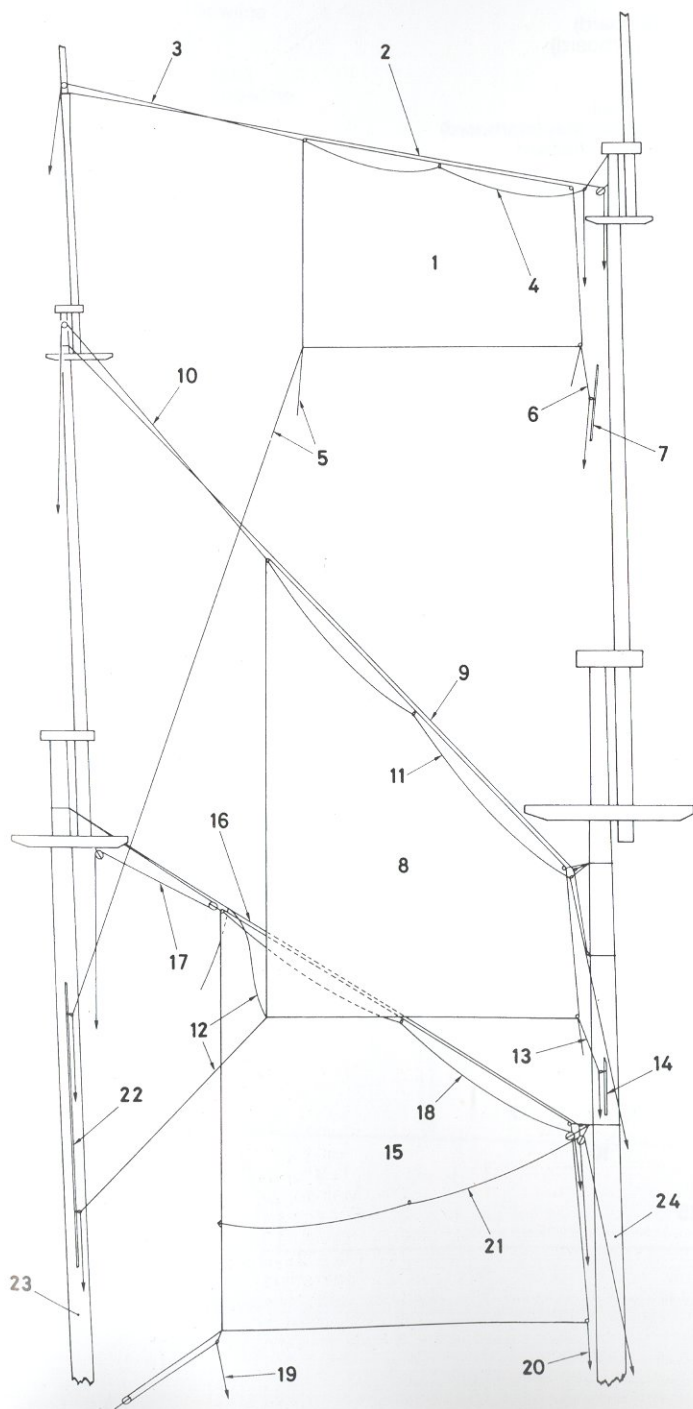
1. Mizen topgallant staysail
2. Mizen topgallant stay
3. Mizen topgallant staysail halliard
4. Mizen topgallant staysail downhauler
5. Mizen topgallant staysail sheet (double)
6. Mizen topgallant staysail tack (double)
7. Main topmast shroud
8. Mizen topmast staysail
9. Mizen topmast stay
10. Mizen topmast staysail halliard
11. Mizen topmast staysail downhauler
12. Mizen topmast staysail sheet (double)
13. Mizen topmast staysail tack (double)
14. Main shroud
15. Mizen staysail
16. Mizen staysail stay
17. Mizen staysail halliard
18. Mizen staysail downhauler
19. Mizen staysail sheet
20. Mizen staysail tack
21. Mizen staysail brail
22. Mizen shroud
23. Mizen mast
24. Main mast

F5/7 Main staysails (1/192 scale)

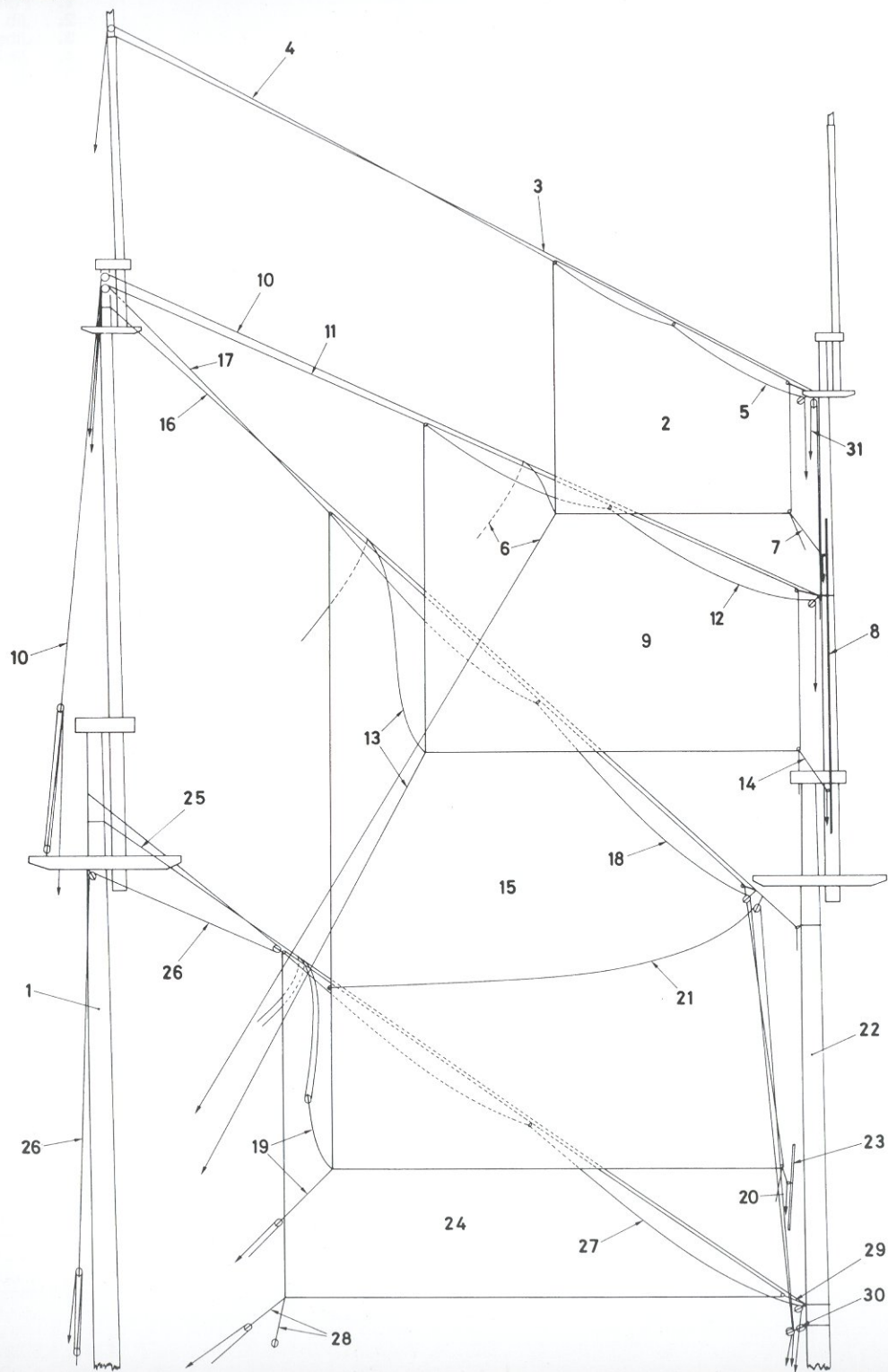
1. Main mast
2. Main topgallant staysail
3. Main topgallant staysail stay
4. Main topgallant staysail halliard
5. Main topgallant staysail downhauler
6. Main topgallant staysail sheet (double)
7. Main topgallant staysail tack (double)
8. Fore topmast shroud
9. Middle staysail
10. Middle staysail stay (starboard)
11. Middle staysail halliard (starboard)
12. Middle staysail downhauler
13. Middle staysail sheet (double)
14. Middle staysail tack (double)
15. Main topmast staysail

16. Main topmast preventer stay
17. Main topmast staysail halliard (larboard)
18. Main topmast staysail downhauler
19. Main topmast staysail sheet (double)
20. Main topmast staysail tack (double)
21. Main topmast staysail brail
22. Fore mast
23. Fore shroud
24. Main staysail
25. Main staysail stay
26. Main staysail halliard
27. Main staysail downhauler
28. Main staysail sheet (double)
29. Main staysail tack
30. Main bowline block
31. Middle staysail stay tricing line

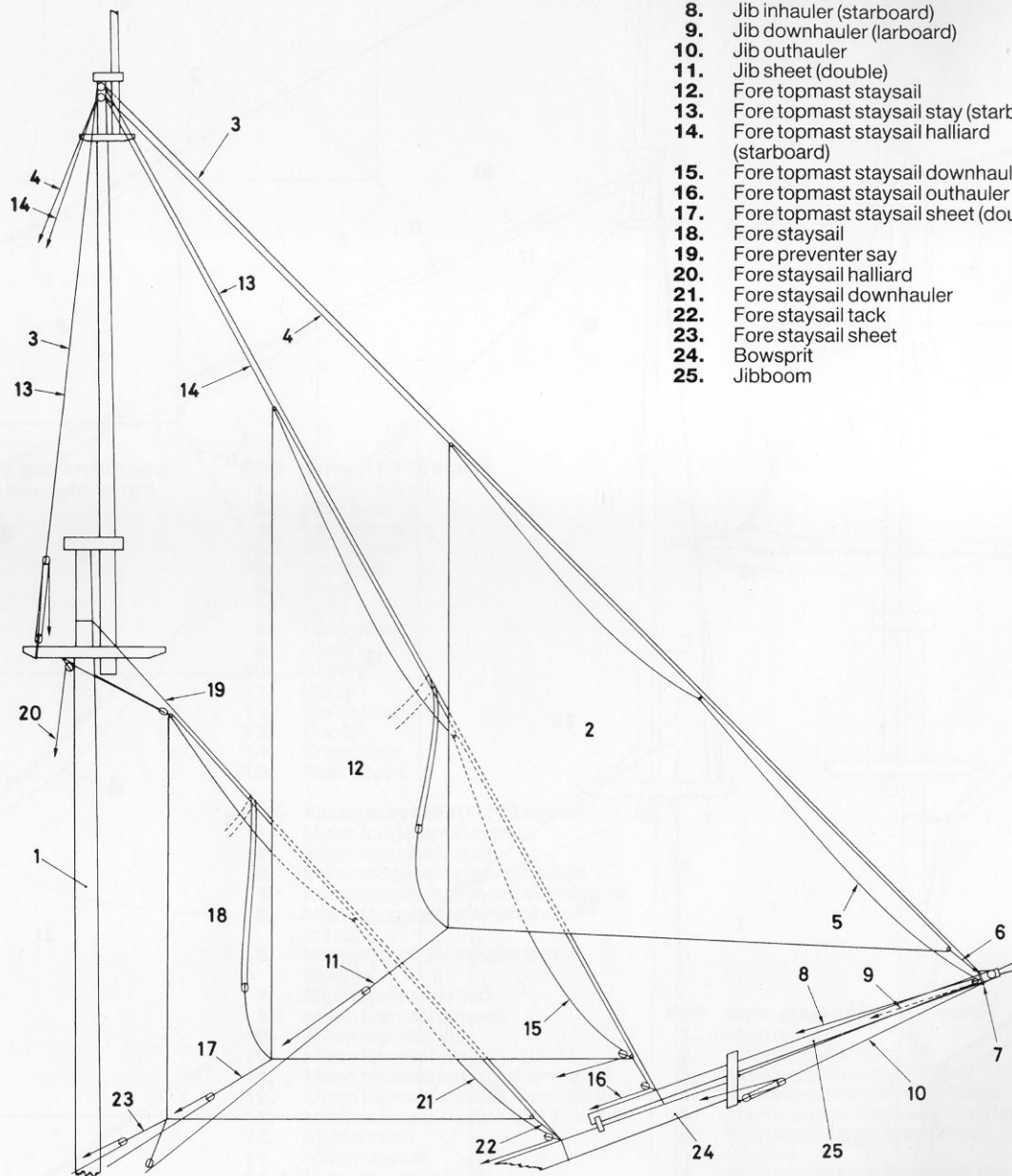
F5/6



F5/7



F5/8



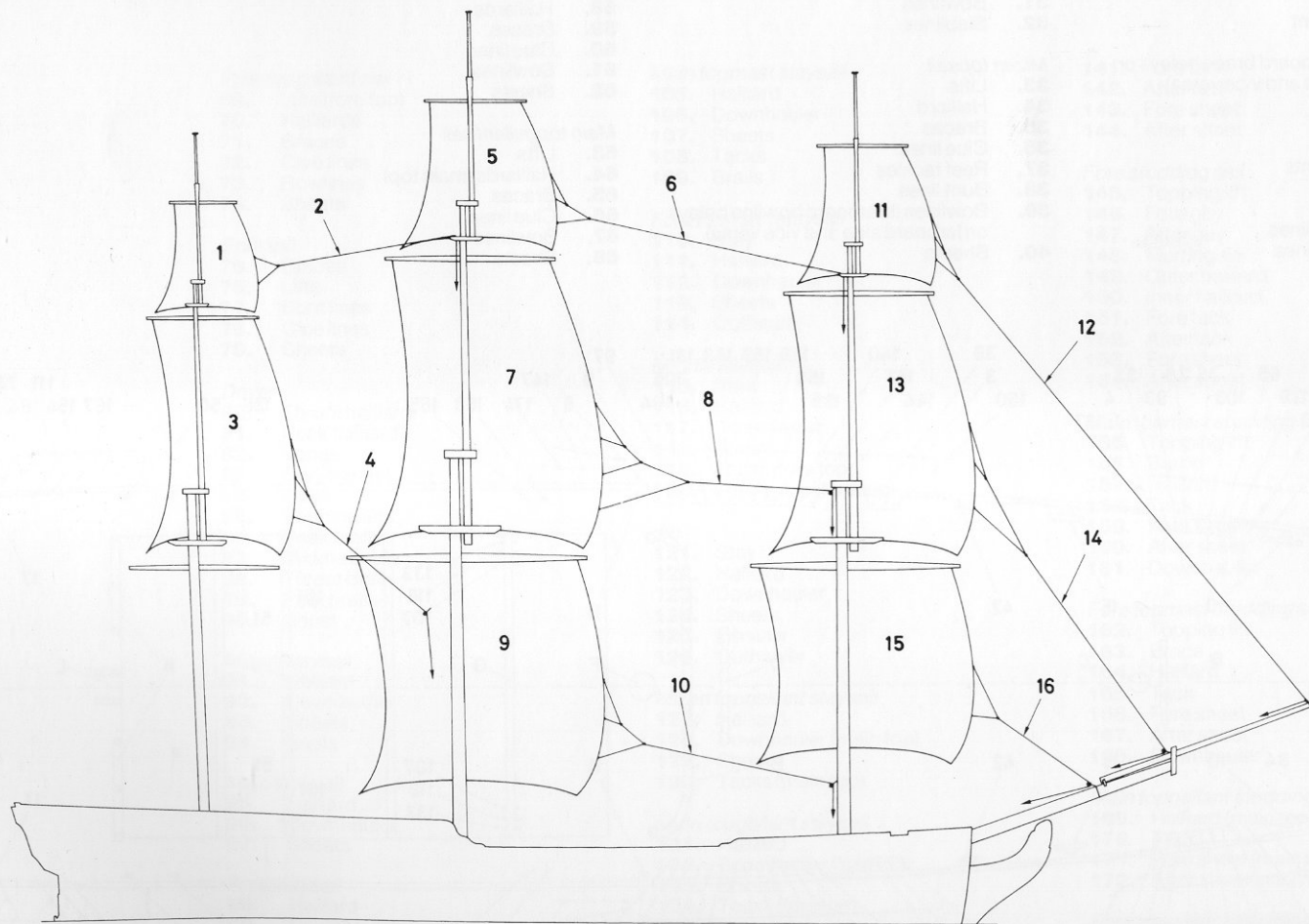
F5/8 Fore staysails (1/192 scale)

1. Fore mast
2. Jib
3. Jibstay (larboard)
4. Jib halliard (larboard)
5. Jib downhauler
6. Jib tack
7. Jib traveller
8. Jib inhauler (starboard)
9. Jib downhauler (larboard)
10. Jib outhauler
11. Jib sheet (double)
12. Fore topmast staysail
13. Fore topmast staysail stay (starboard)
14. Fore topmast staysail halliard (starboard)
15. Fore topmast staysail downhauler
16. Fore topmast staysail outhauler
17. Fore topmast staysail sheet (double)
18. Fore staysail
19. Fore preventer say
20. Fore staysail halliard
21. Fore staysail downhauler
22. Fore staysail tack
23. Fore staysail sheet
24. Bowsprit
25. Jibboom

F5/9 Bowlines (1/384 scale)

1. Mizzen topgallant sail
2. Mizzen topgallant bowline
3. Mizzen topsail
4. Mizzen topsail bowline
5. Main topgallant sail
6. Main topgallant bowline
7. Main topsail
8. Main topsail bowline
9. Main course
10. Main bowline
11. Fore topgallant sail
12. Fore topgallant bowline
13. Fore topsail
14. Fore topsail bowline
15. Fore course
16. Fore bowline

F5/9



F5/10 Belaying plan (1/192 scale)

F5/11 Belaying profile (1/192 scale)

F5/12 Belaying locations (1/96 scale)

- A. Taffarel
- B. Mizzen topsail sheet bitts
- C. Mizzen mast
- D. Fore brace bitts
- E. Quarterdeck breast rail
- F. Main mast
- G. After skid beams
- H. Main jeer bitts
- I. Main topsail sheet bitts
- J. Forward skid beams
- K. Forecastle breast beam
- L. Belfry
- M. Fore jeer bitts
- N. Fore mast
- O. Fore topsail sheet bitts
- P. Breasthook pin rail

Crossjack

- 1. Truss pendant
- 2. Nave line
- 3. Braces (starboard brace belays on larboard side and vice versa)
- 4. Lifts

Main course

- 5. Truss pendants
- 6. Nave line
- 7. Jeers
- 8. Outer tricing lines
- 9. Inner tricing lines
- 10. Braces

- 11. Lifts
- 12. Leech lines
- 13. Bunt lines
- 14. Clue garnets
- 15. Sheets
- 16. Tacks
- 17. Bowlines
- 18. Slablins

Fore course

- 19. Truss pendants
- 20. Nave line
- 21. Jeers
- 22. Outer tricing lines
- 23. Inner tricing lines
- 24. Braces
- 25. Lifts
- 26. Leech lines
- 27. Bunt lines
- 28. Clue garnets
- 29. Sheets
- 30. Tacks
- 31. Bowlines
- 32. Slablins

Mizzen topsail

- 33. Lifts
- 34. Halliard
- 35. Braces
- 36. Clue lines
- 37. Reef tackles
- 38. Bunt lines
- 39. Bowlines (starboard bowline belays on larboard side and vice versa)
- 40. Sheets

Main topsail

- 41. Lifts
- 42. Halliards
- 43. Braces
- 44. Clue lines
- 45. Reef tackles
- 46. Bunt lines
- 47. Bowlines
- 48. Sheets

Fore topsail

- 49. Lifts
- 50. Halliards
- 51. Braces
- 52. Clue lines
- 53. Reef tackles
- 54. Bunt lines
- 55. Bowlines
- 56. Sheets

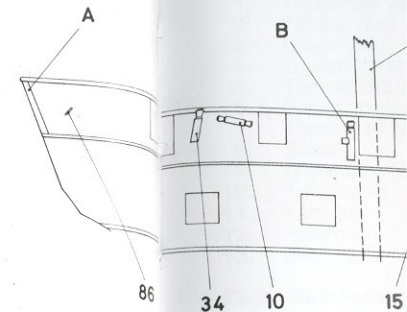
Mizzen topgallant sail

- 57. Lifts
- 58. Halliards
- 59. Braces
- 60. Clue lines
- 61. Bowlines
- 62. Sheets

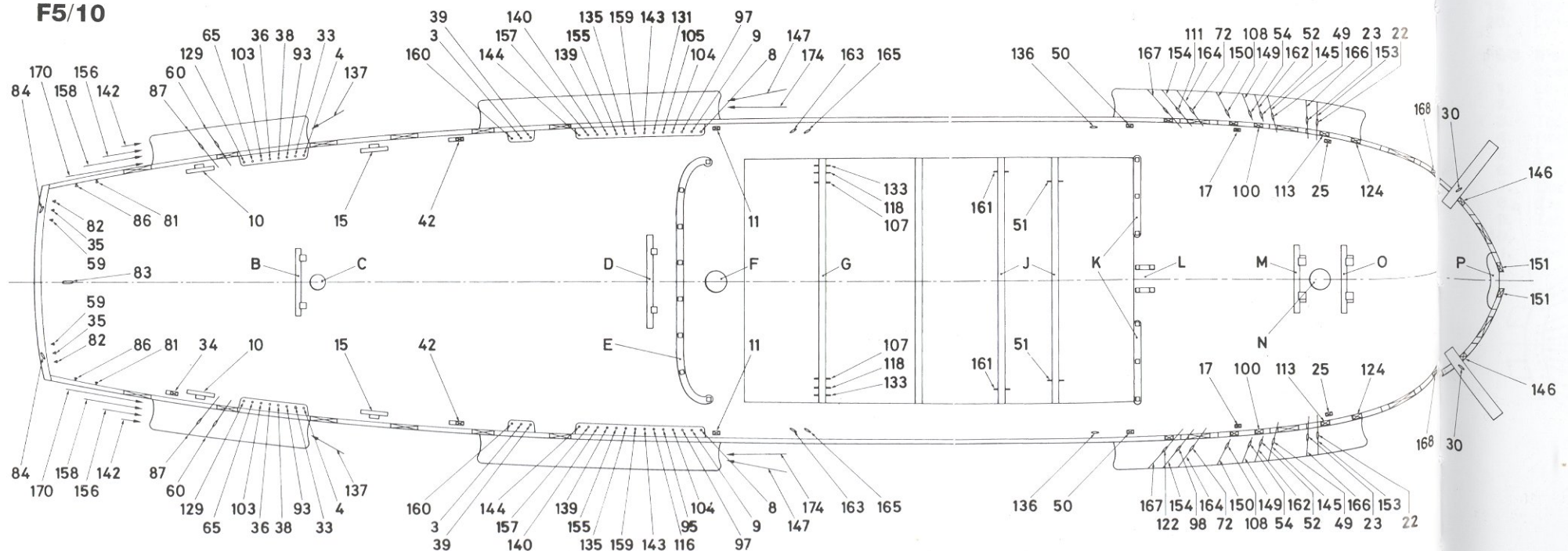
Main topgallant sail

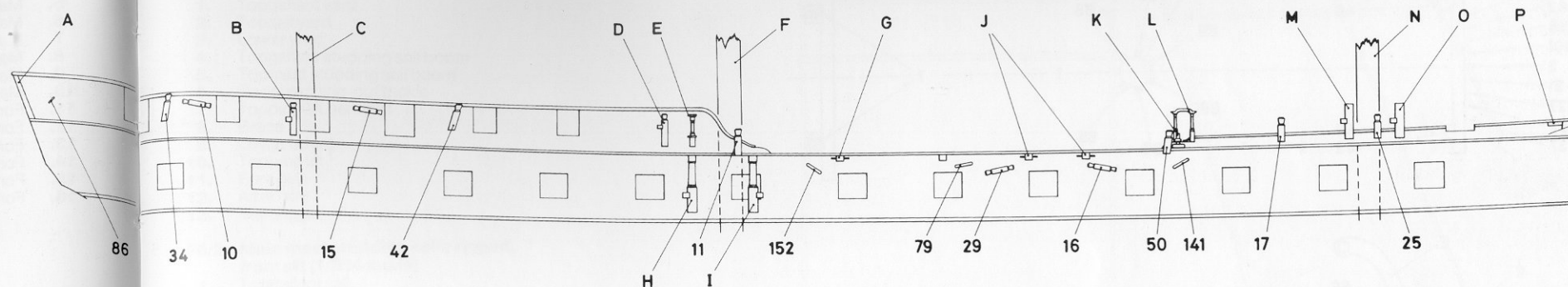
- 63. Lifts
- 64. Halliards (main top)
- 65. Braces
- 66. Clue lines
- 67. Bowlines
- 68. Sheets

F5/11



F5/10





Fore topgallant sail

- 69. Lifts (fore top)
- 70. Halliards
- 71. Braces
- 72. Clue lines
- 73. Bowlines
- 74. Sheets

Spritsail

- 75. Braces
- 76. Lifts
- 77. Bunt lines
- 78. Clue lines
- 79. Sheets

Driver

- 80. Throat halliard
- 81. Peak halliard
- 82. Vangs
- 83. Boom sheet
- 84. Guys
- 85. Topping lifts
- 86. Peak brails
- 87. Middle brails
- 88. Throat brails
- 89. Foot brails
- 90. Sheet

Mizen staysail

- 91. Halliard
- 92. Downhauler
- 93. Sheets
- 94. Brails

Main staysail

- 95. Halliard
- 96. Downhauler
- 97. Sheets

Fore staysail

- 98. Halliard
- 99. Downhauler
- 100. Sheets

Mizen topmast staysail

- 101. Halliard
- 102. Downhauler
- 103. Sheets
- 104. Tacks

Main topmast staysail

- 105. Halliard
- 106. Downhauler
- 107. Sheets
- 108. Tacks
- 109. Brails

Fore topmast staysail

- 110. Stay
- 111. Halliard
- 112. Downhauler
- 113. Sheets
- 114. Outhauler

Middle staysail

- 115. Stay
- 116. Halliard
- 117. Downhauler
- 118. Sheets
- 119. Tacks (fore top)
- 120. Tricing line (fore top)

Jib

- 121. Stay
- 122. Halliard
- 123. Downhauler
- 124. Sheets
- 125. Inhauler
- 126. Outhauler

Mizen topgallant staysail

- 127. Halliard
- 128. Downhauler (main top)
- 129. Sheets
- 130. Tacks (main top)

Main topgallant staysail

- 131. Halliard
- 132. Downhauler (fore top)
- 133. Sheets
- 134. Tacks (fore top)

Main studding sail

- 135. Topping lift
- 136. Fore guy
- 137. After guy
- 138. Martingale
- 139. Outer halliard
- 140. Inner halliard

- 141. Fore tack
- 142. After tack
- 143. Fore sheet
- 144. After sheet

Fore studding sail

- 145. Topping lift
- 146. Fore guy
- 147. After guy
- 148. Martingale
- 149. Outer halliard
- 150. Inner halliard
- 151. Fore tack
- 152. After tack
- 153. Fore sheet
- 154. After sheet

Main topmast studding sail

- 155. Topping lift
- 156. Brace
- 157. Halliard
- 158. Tack
- 159. Fore sheet
- 160. After sheet
- 161. Downhauler

Fore topmast studding sail

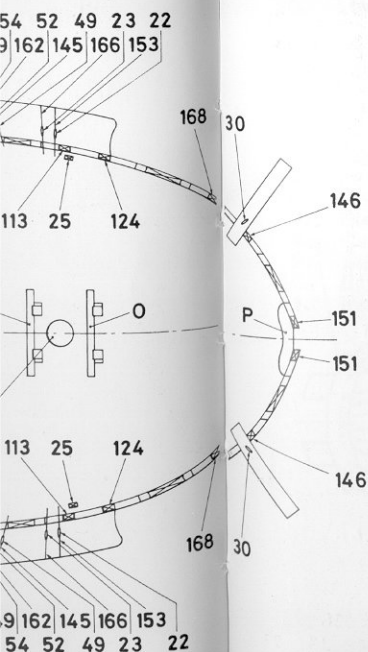
- 162. Topping lift
- 163. Brace
- 164. Halliard
- 165. Tack
- 166. Fore sheet
- 167. After sheet
- 168. Downhauler

Main topgallant studding sail

- 169. Halliard (main top)
- 170. Tack
- 171. Fore sheet (main topsail yard)
- 172. After sheet (main top)

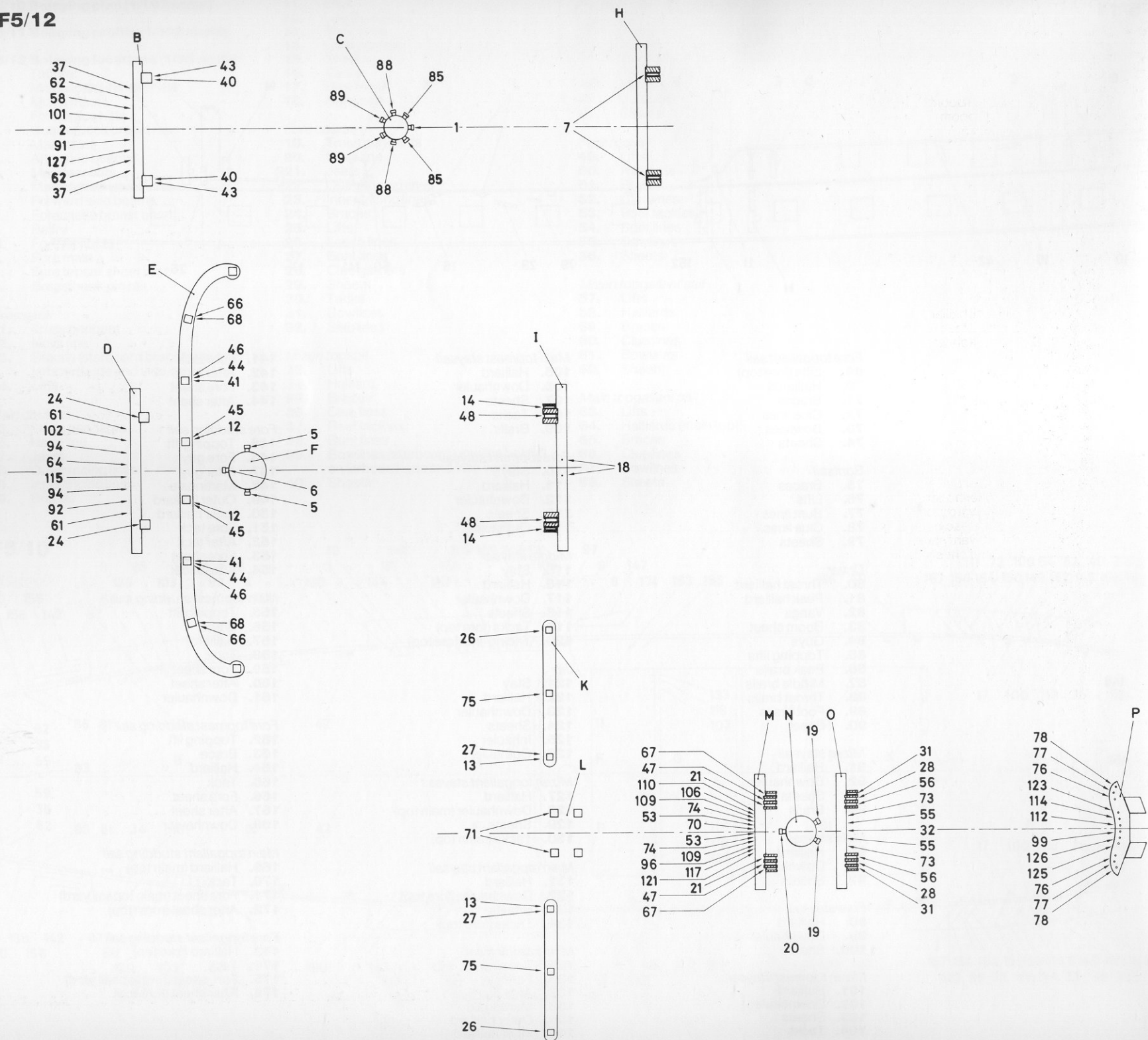
Fore topgallant studding sail

- 173. Halliard (fore top)
- 174. Tack
- 175. Fore sheet (fore topsail yard)
- 176. After sheet (fore top)



F Spars and rigging

F5/12



F6 STUDDING SAILS

F6/1 Main mast booms run out, from aft (1/384 scale)

1. Topgallant yard
2. Topsail yard
3. Lower yard
4. Topgallant studding sail boom
5. Topmast studding sail boom
6. Boom running-out tackle
7. Topping lift pendant
8. Brace
9. Lower boom
10. Topping lift
11. Fore guy
12. After guy
13. Martingale

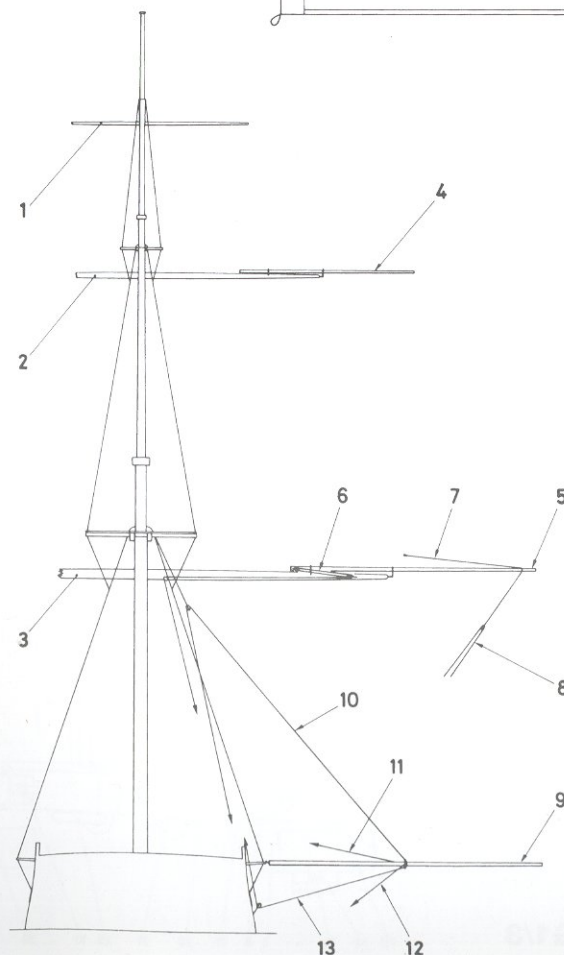
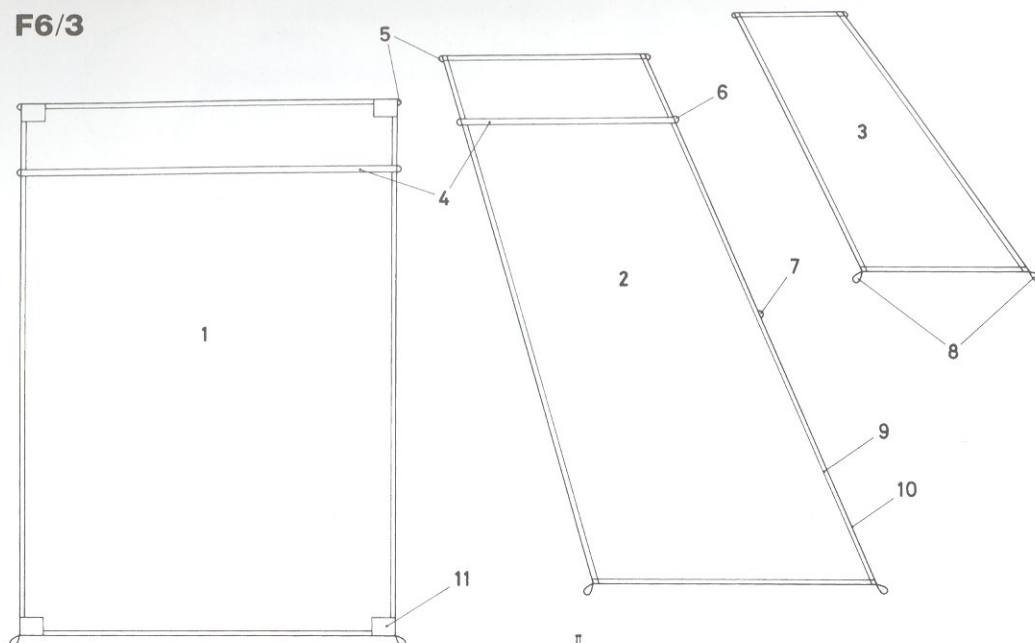
F6/2 Main mast studding sails rigged, from aft (1/384 scale)

1. Topgallant sail
2. Topgallant studding sail
3. Topgallant studding sail halliard
4. Topgallant studding sail tack
5. Topgallant studding sail sheet
6. Topsail
7. Topmast studding sail
8. Topmast studding sail halliard
9. Topmast studding sail tack
10. Topmast studding sail forward sheet
11. Topmast studding sail after sheet
12. Topmast studding sail downhauler
13. Course
14. Lower studding sail
15. Lower studding sail outer halliard
16. Lower studding sail inner halliard
17. Lower studding sail forward tack
18. Lower studding sail after tack
19. Lower studding sail forward sheet
20. Lower studding sail after sheet

F6/3 Main mast studding sails (1/192 scale)

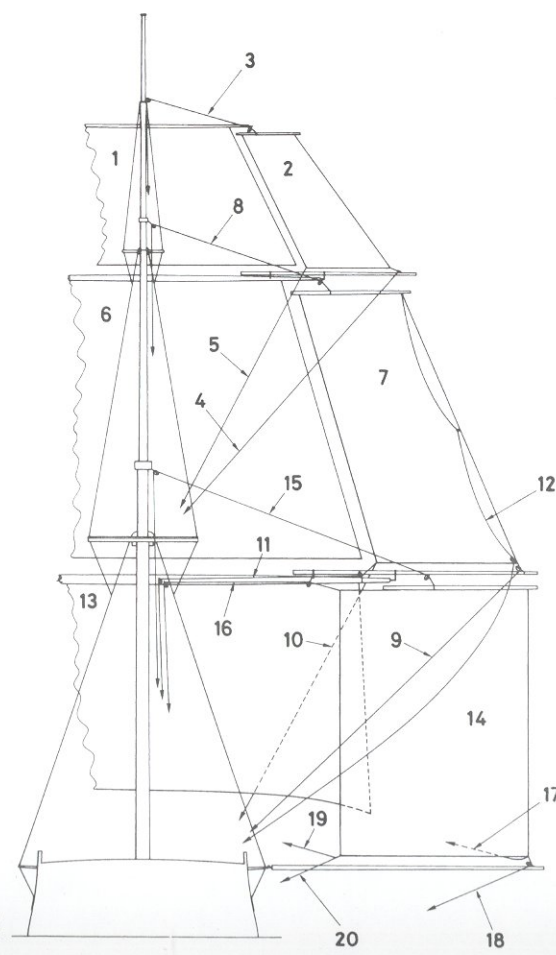
1. Lower studding sail
2. Topmast studding sail
3. Topgallant studding sail
4. Reef bands
5. Earing cringles
6. Reef earing cringles
7. Downhauler cringle
8. Clew cringles
9. Tabling
10. Bolt rope
11. Piece

F6/3

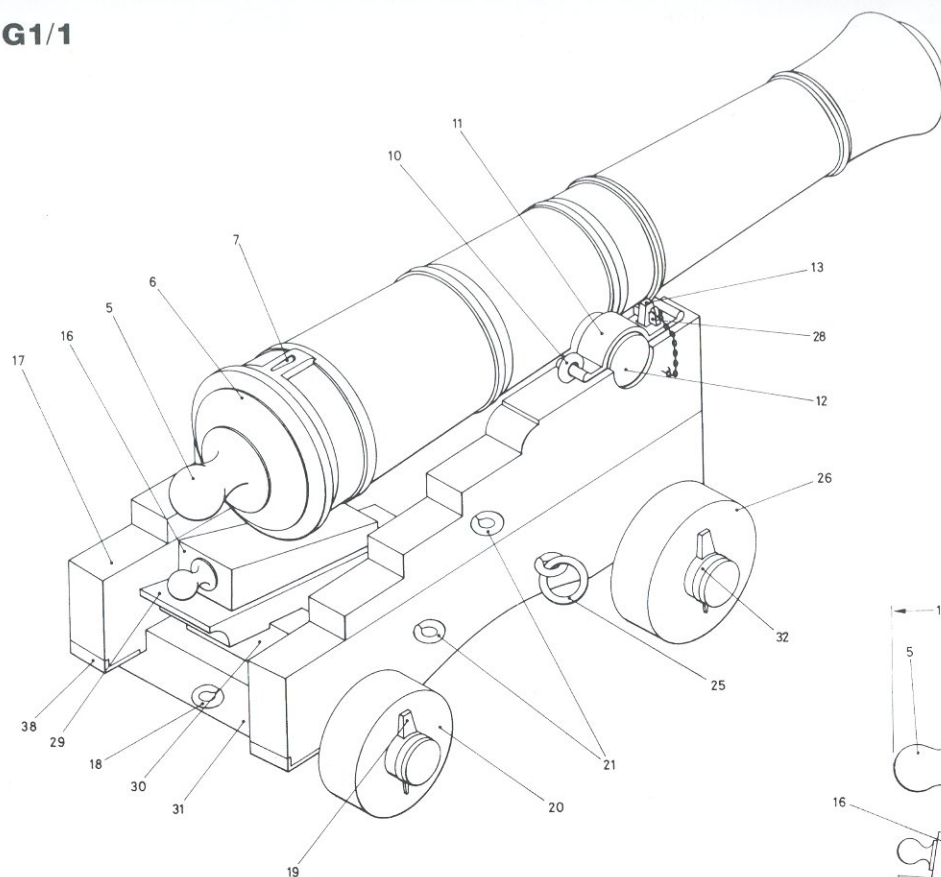


F6/1

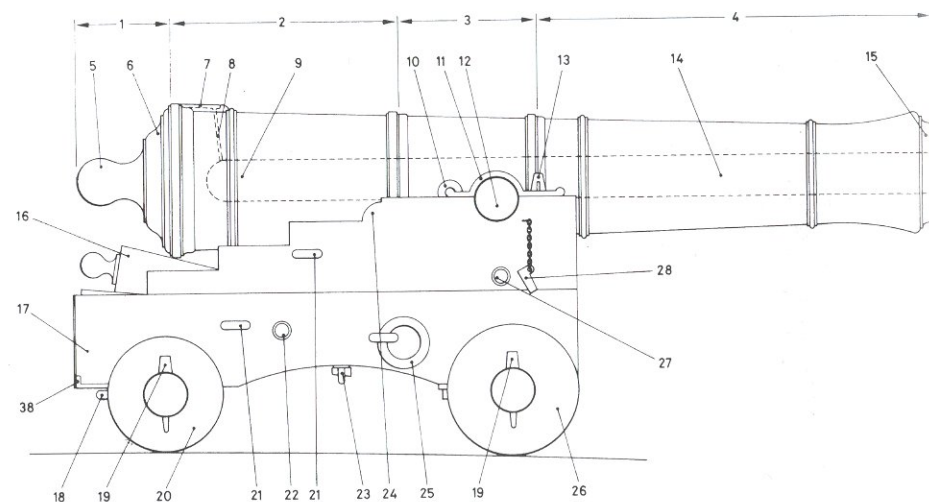
F6/2



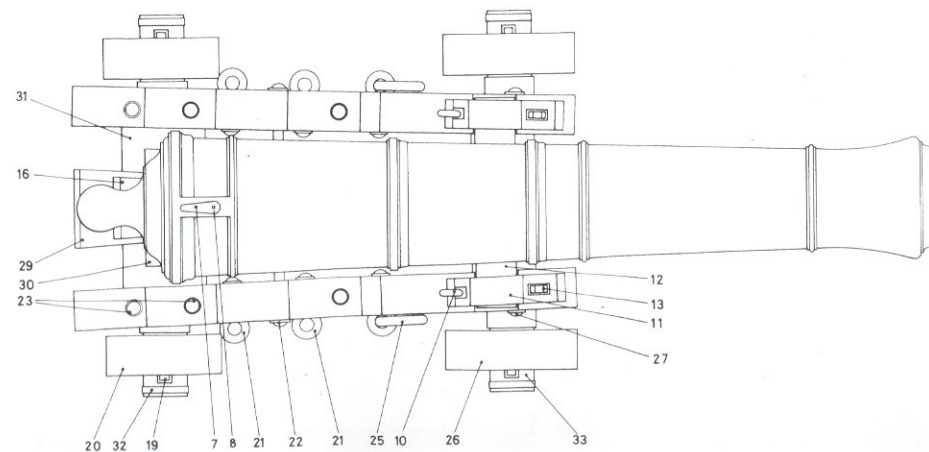
G1/1



G1/2



G1/3



G1 18-POUNDER 8-FOOT CARRIAGE GUN

G1/1 Perspective (no scale)

G1/2 Side elevations (1/24 scale)

G1/3 Plan (1/24 scale)

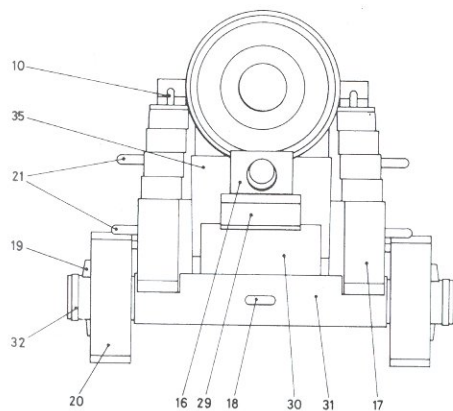
G1/4 Rear elevation (1/24 scale)

G1/5 Carriage (1/24 scale)

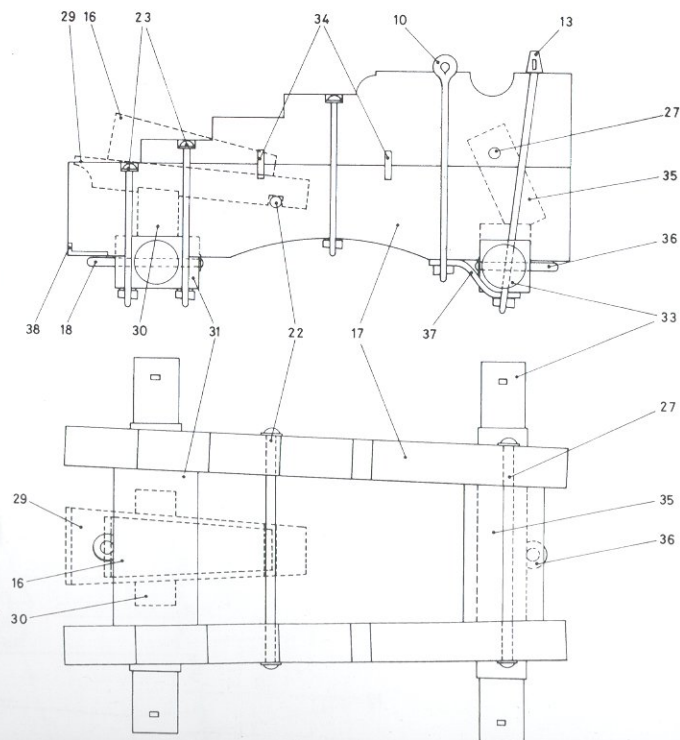
1. Cascable
2. First reinforce
3. Second reinforce
4. Chace
5. Button
6. Breech
7. Pan
8. Vent
9. Chamber
10. Capsquare eyebolt
11. Capsquare
12. Trunnion
13. Capsquare joint bolt

14. Bore
15. Muzzle
16. Quoin
17. Bracket
18. Train tackle loop
19. Linch pin
20. Hind truck
21. Gun tackle loop
22. Bed bolt
23. Forelocked bracket bolts
24. Quadrant
25. Breeching ringbolt
26. Fore truck
27. Transom bolt
28. Capsquare key
29. Stool bed
30. Bolster
31. Hind axletree
32. Iron axletree hoop
33. Fore axletree
34. Iron dowel pin
35. Transom
36. Fore loop
37. Axletree stay
38. Traversing plate

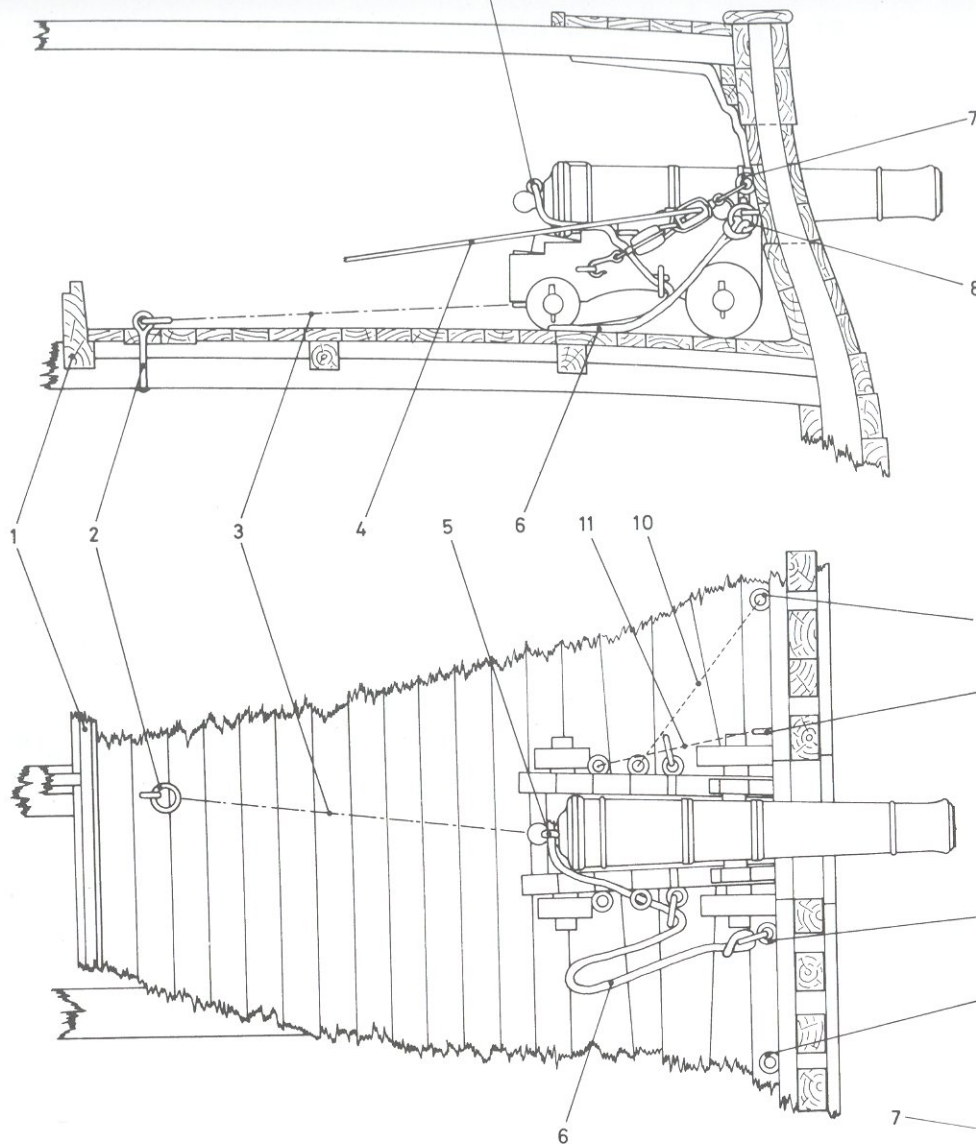
G1/4



G1/5



G1/6



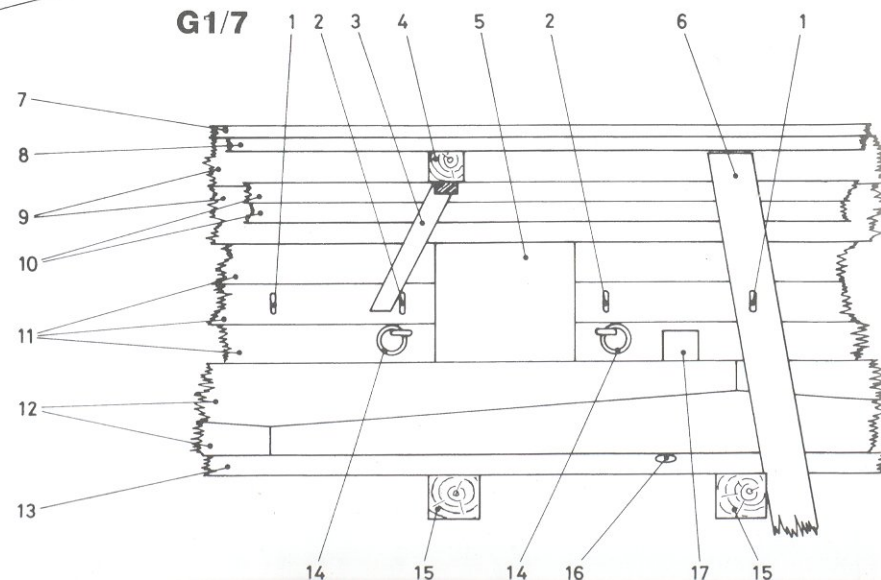
G1/6 Tackles – upper deck gun number 13 (7th from forward on the larboard side) in the run-out position (1/48 scale)

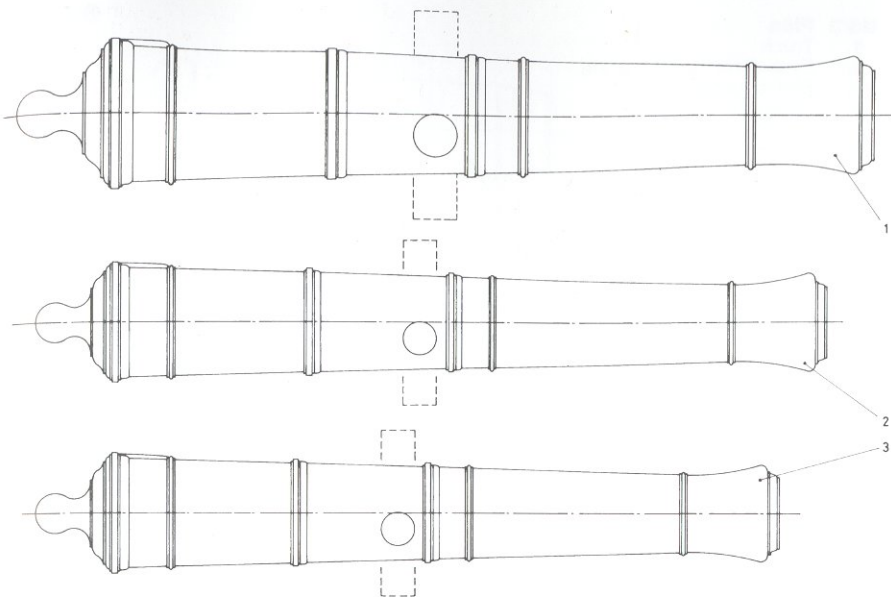
1. Main hatchway coaming
2. Relieving (train) tackle ringbolt
3. Line of the relieving tackle
4. Port tackle
5. Grommet seized to the cascable
6. Breeching – shown on the righthand side only
7. Port tackle eyebolt
8. Breeching ringbolt
9. Eyebolt for port tackle when training the gun
10. Line of the port tackle when training the gun – shown on the lefthand side only
11. Line of the port tackle when running the gun out – shown on the lefthand side only

G1/7 Gun port number 13 from inboard (1/48 scale)

1. Port tackle eyebolt for training
2. Port tackle eyebolt for running out
3. Skid beam iron knee
4. Skid beam
5. Number 13 gun port
6. Top rider
7. Gunwale
8. Gangway
9. String
10. Skid beam clamps
11. Quickwork
12. Spirketting
13. Waterway
14. Breeching ringbolt
15. Upper deck beam
16. Scupper
17. Oar port

G1/7





G2/1

G2 9-POUNDER 7-FOOT AND 7-FOOT 6-INCH CARRIAGE GUNS

G2/1 Size comparisons (1/24 scale)

1. 18-pounder 8-foot – upper deck
2. 9-pounder 7-foot 6-inch – forecastle chase
3. 9-pounder 7-foot – quarterdeck

G3 32-POUNDER CARRONADE (all 1/24 scale)

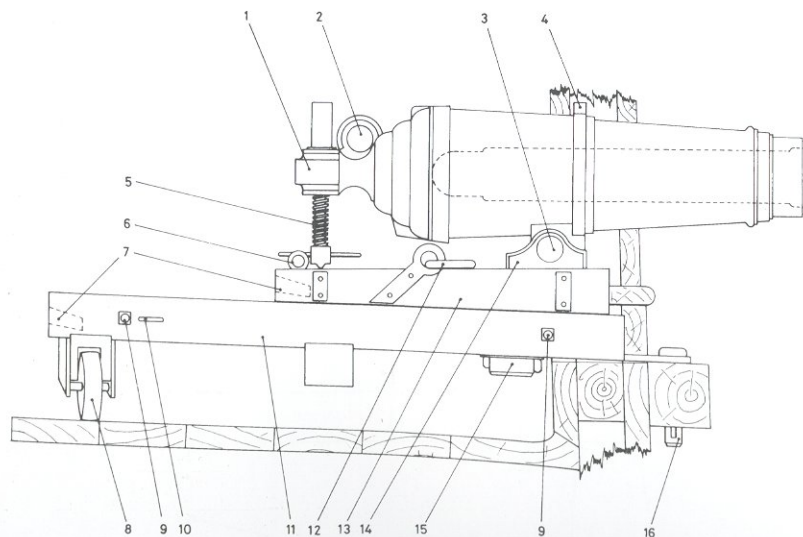
G3/1 Side elevation

1. Elevating screw box
2. Cascable ring (breeching loop)
3. Joint bolt
4. Step sight
5. Elevating screw
6. Eyebolt for port tackle
7. Socket for iron crow
8. Truck
9. Bolt
10. Eyebolt for training tackle
11. Skead or slide
12. Breeching ringbolt
13. Carriage
14. Joint chocks
15. Gudgeon
16. Fighting bolt

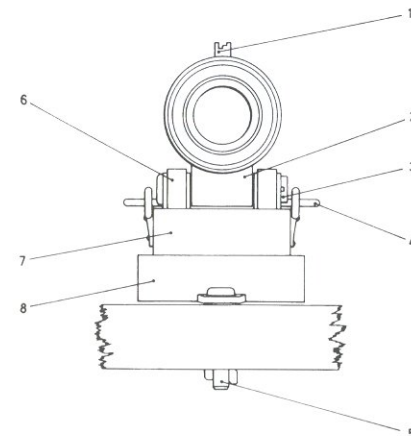
G3/2 Front elevation

1. Step sight
2. Cascable loop
3. Joint bolt
4. Breeching ringbolt
5. Fighting bolt
6. Joint chock
7. Carriage
8. Skead or slide

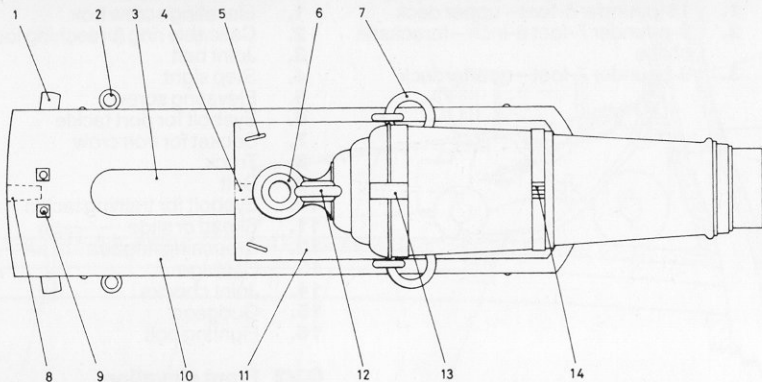
G3/1



G3/2



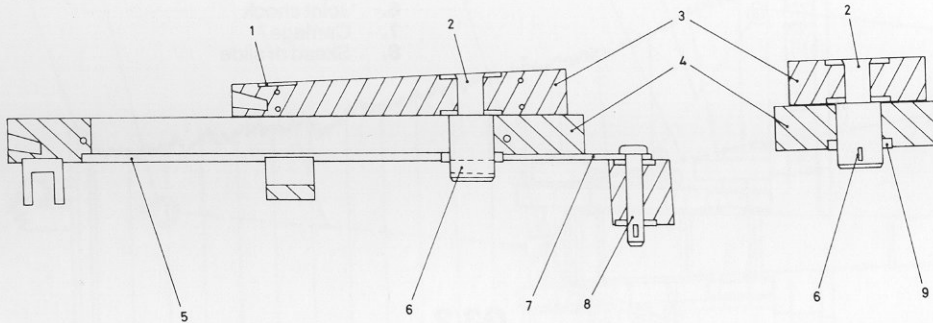
G3/3



G3/3 Plan

1. Truck
2. Eyebolt for training tackle
3. Slot for gudgeon
4. Socket for iron crow
5. Eyebolt for port tackle
6. Elevating screw box
7. Breeching ringbolt
8. Socket for iron crow
9. Bolt
10. Skead or slide
11. Carriage
12. Cascable ring
13. Base patch
14. Step sight

G3/4



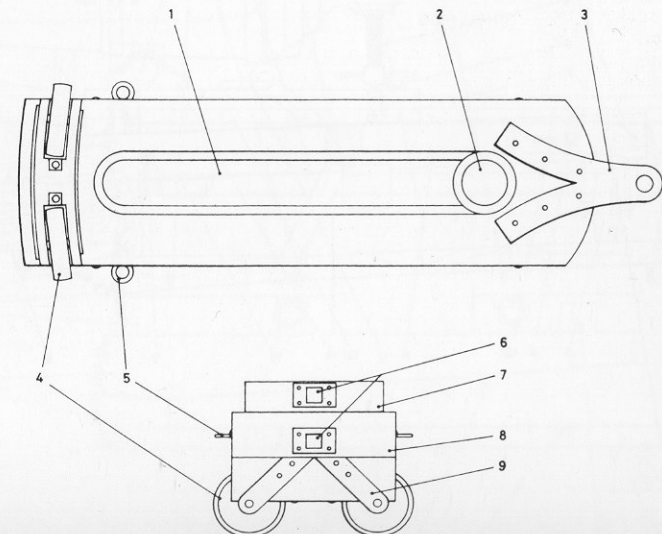
G3/4 Longitudinal section of carriage and skead on centre line with transverse section through gudgeon

1. Elevating screw plate
2. Gudgeon
3. Carriage
4. Skead or slide
5. Slot for gudgeon ring
6. Forelock slot
7. Iron plate bracket for fighting bolt
8. Fighting bolt
9. Gudgeon ring

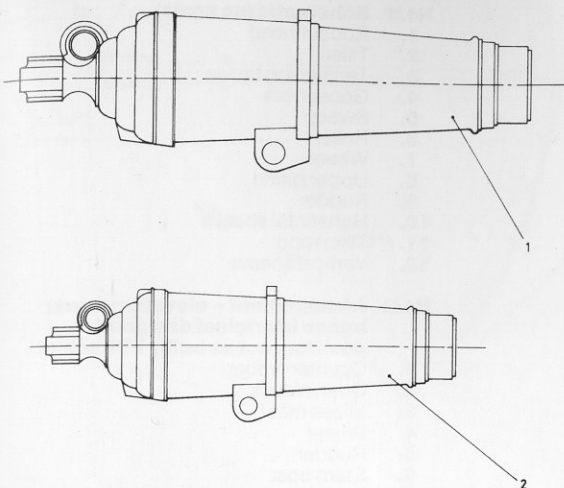
G3/5 Skead from below and rear elevation of carriage and skead

1. Slot for gudgeon
2. Gudgeon
3. Iron plate bracket for fighting bolt
4. Truck
5. Eyebolt for training tackle
6. Socket for iron crow
7. Carriage
8. Skead or slide
9. Iron plate bracket

G3/5



G3/6



G3/6 Size comparisons

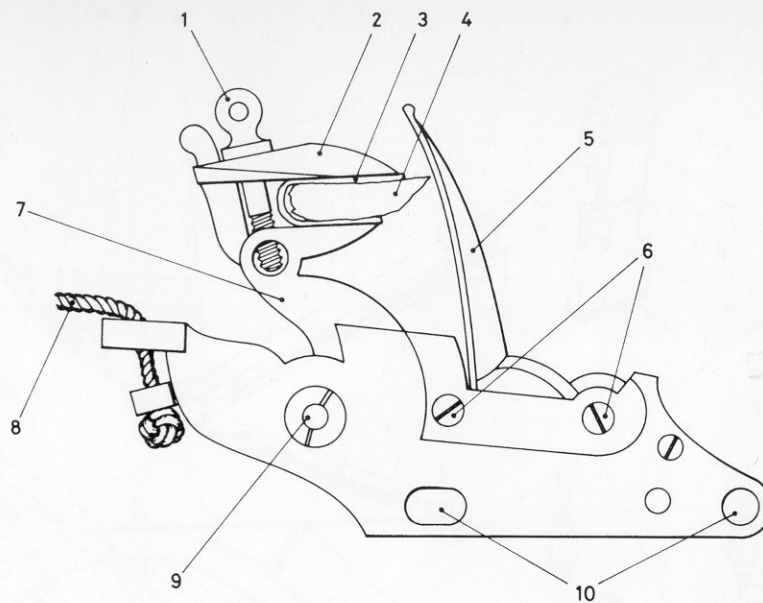
1. 32-pounder as fitted in 1795
2. 18-pounder as fitted temporarily in 1794

G4 GUN EQUIPMENT

G4/1 Gun lock (1/2 scale)

1. Cock screw
2. Jaw
3. Leather
4. Flint
5. Hammer
6. Plate pins
7. Cock
8. Lanyard
9. Pin and nut
10. Fixing holes

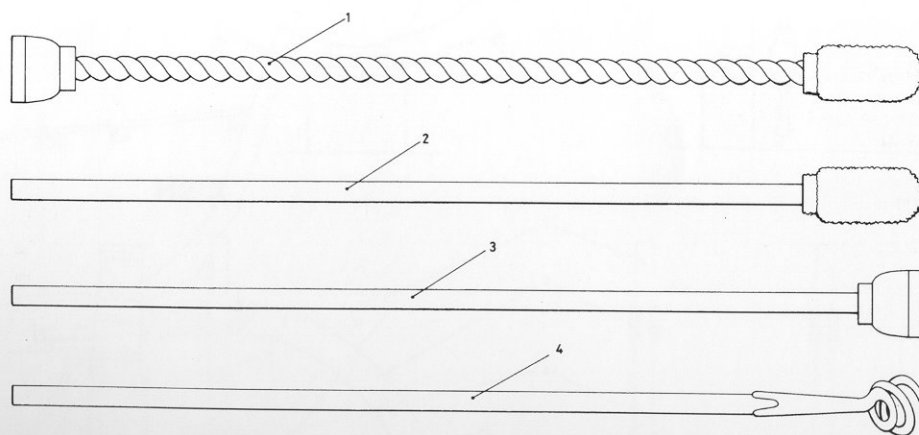
G4/1



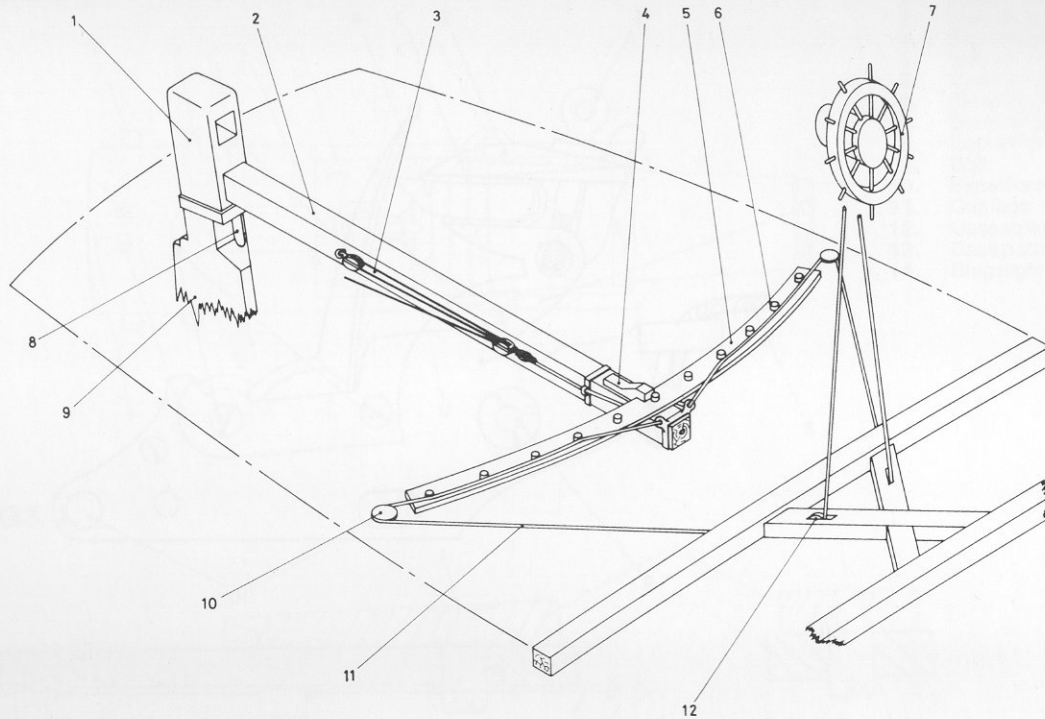
G4/2 Gun tools (1/24 scale)

1. Rope sponge with rammer head
2. Sponge
3. Rammer
4. Wad hook

G4/2



H1/1



H1 WHEEL AND TILLER

H1/1 Schematic (no scale)

1. Rudder head
2. Tiller
3. Tensioning tackle
4. Gooseneck
5. Sweep
6. Roller
7. Wheel
8. Upper pintle
9. Rudder
10. Horizontal sheave
11. Tiller rope
12. Vertical sheave

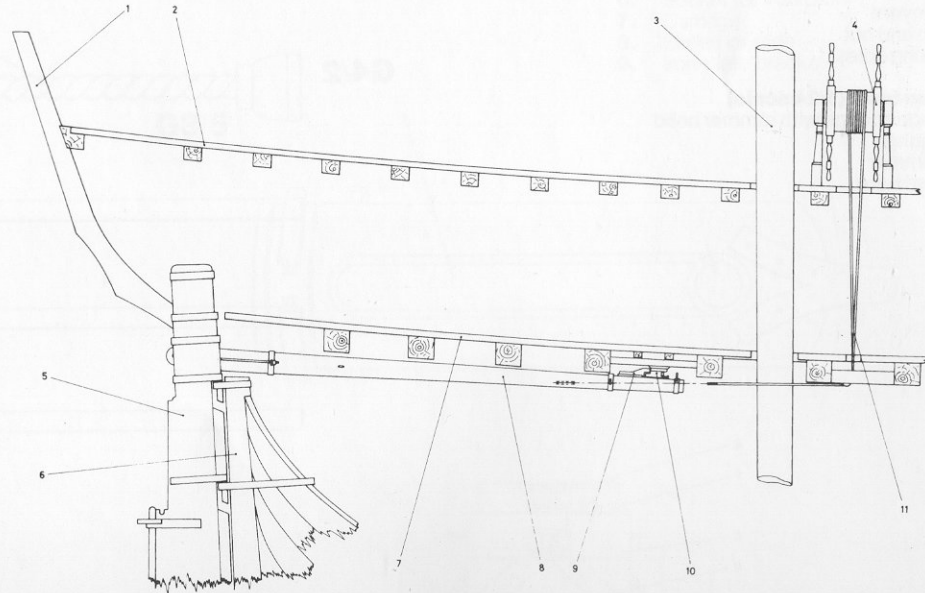
H1/2 Arrangement – elevation (lower hance in original designed position, not as built; 1/96 scale)

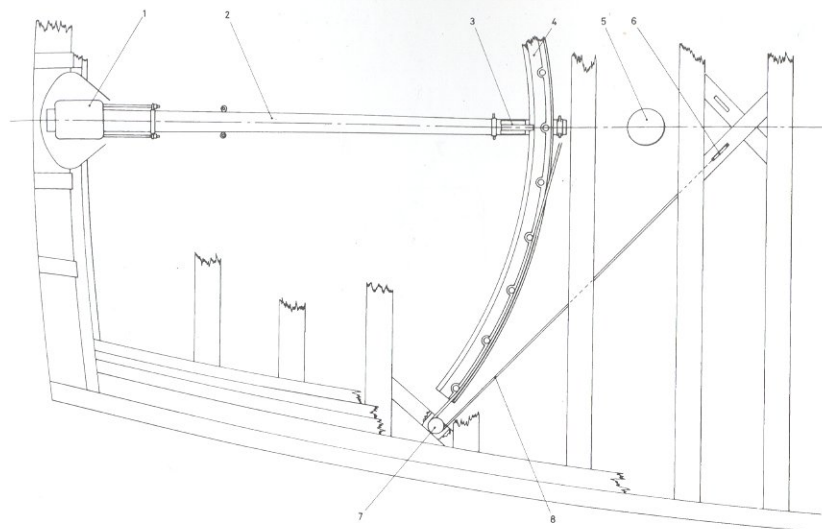
1. Counter timber
2. Quarterdeck
3. Mizzen mast
4. Wheel
5. Rudder
6. Stern post
7. Upper deck
8. Tiller
9. Gooseneck
10. Sweep
11. Tiller rope

H1/3 Arrangement – plan (1/96 scale)

1. Rudder head
2. Tiller
3. Gooseneck
4. Sweep
5. Mizzen mast
6. Vertical sheave
7. Horizontal sheave
8. Tiller rope

H1/2





H1/3

H2 WHEEL

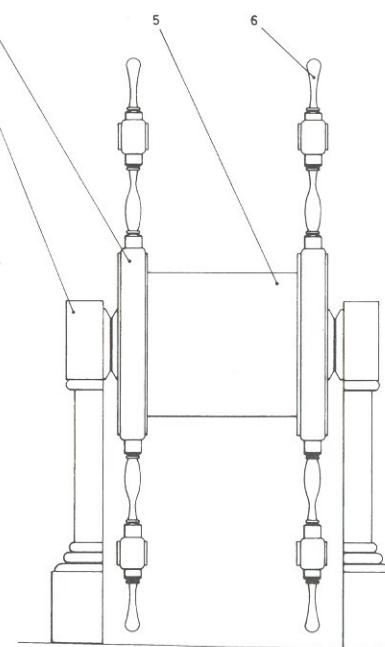
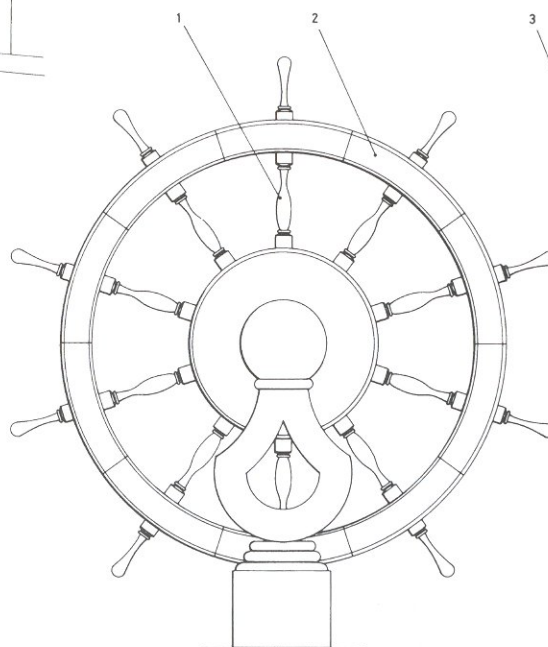
H2/1 Arrangement (1/24 scale)

1. Spoke
2. Felloe
3. Stanchion
4. Knave
5. Drum
6. Handle

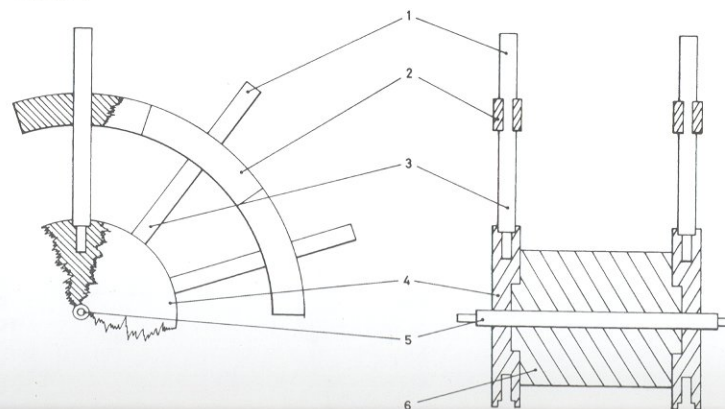
H2/2 Construction (1/24 scale)

1. Handle
2. Felloe
3. Spoke
4. Knave
5. Spindle
6. Drum

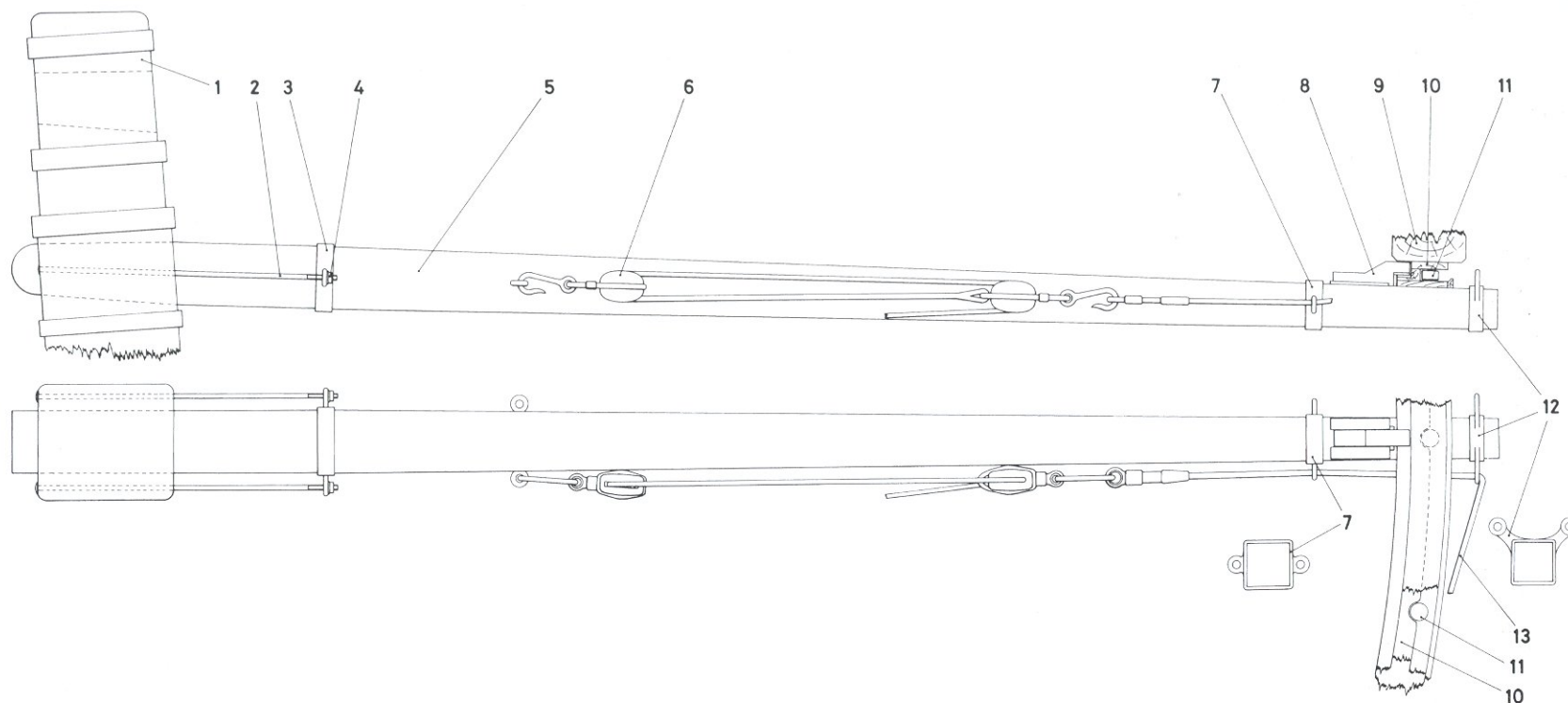
H2/1



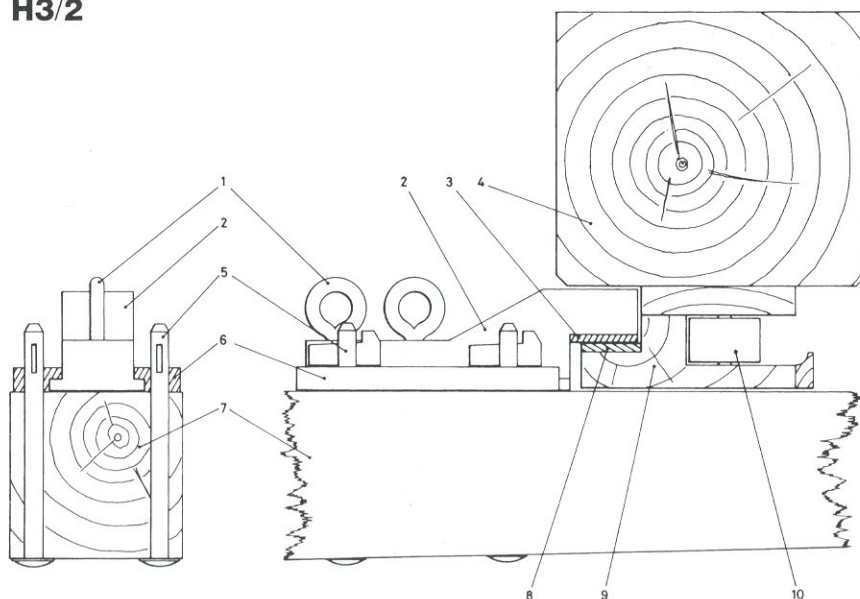
H2/2



H3/1



H3/2



H3 TILLER AND SWEEP

H3/1 Arrangement (1/32 scale)

1. Rudder head
2. Tiller securing bolt
3. Eye hoop for tiller securing bolt
4. Tightening nut
5. Tiller
6. Tensioning tackle
7. Eye hoop
8. Shifting gooseneck
9. Upper deck beam
10. Sweep
11. Roller
12. Horn hoop
13. Tiller rope

H3/2 Shifting gooseneck (1/8 scale)

1. Screw cut eyebolt
2. Shifting gooseneck
3. Brass plate on shifting gooseneck
4. Upper deck beam
5. Forelocked bolts
6. Fixed slide
7. Tiller
8. Iron plate on sweep
9. Sweep
10. Lignum vitae roller

H4 RUDDER

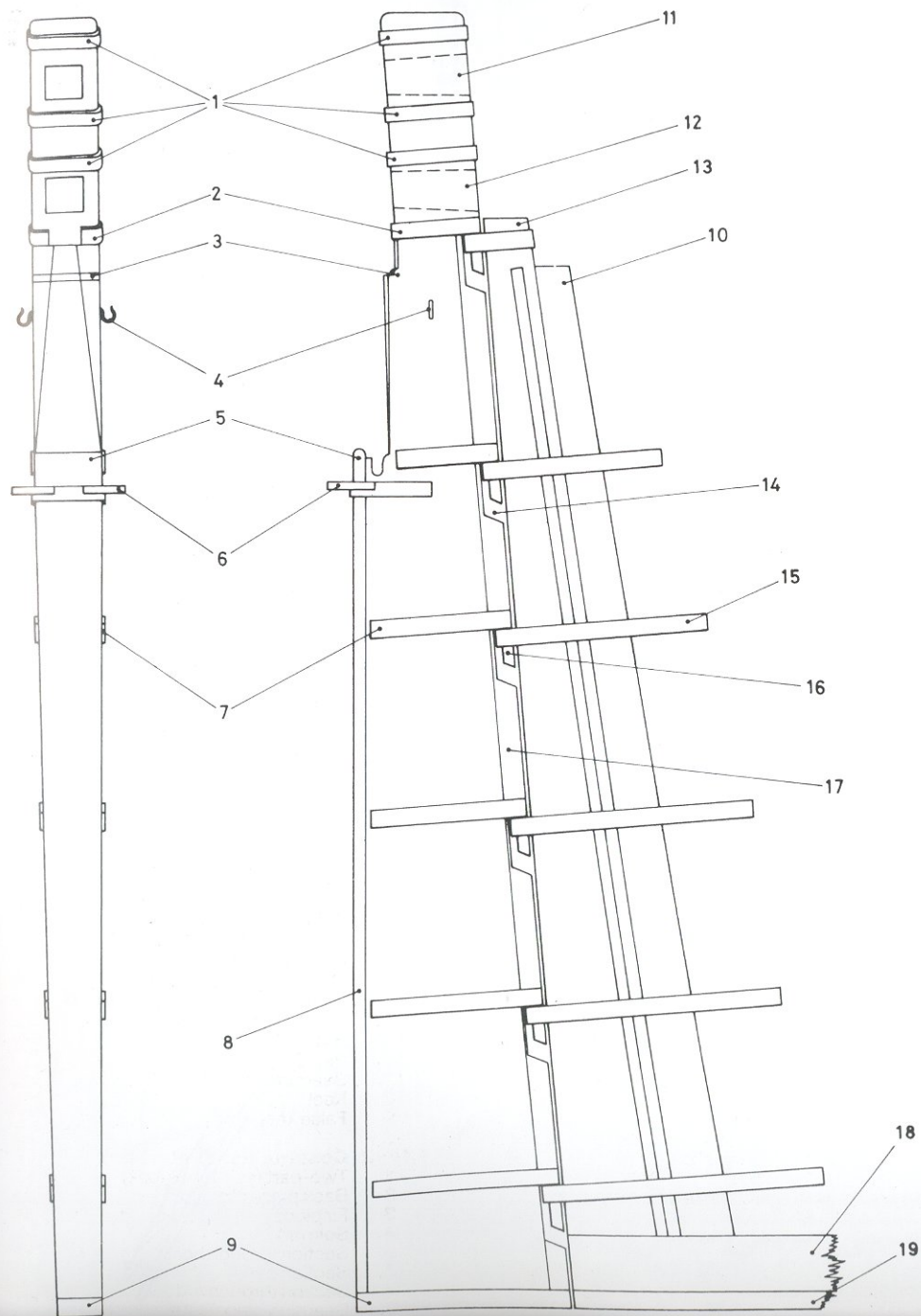
H4/1 Arrangement (1/48 scale)

1. Head hoops
2. Upper pintle strap
3. Upper hance
4. Hook for rudder pendant chain
5. Lower hance
6. Ring plate
7. Pintle strap
8. Back piece
9. Sole
10. Inner post
11. Hole for spare tiller
12. Hole for tiller
13. Stern post
14. Score
15. Brace strap
16. Pintle
17. Bearding
18. Keel
19. False keel

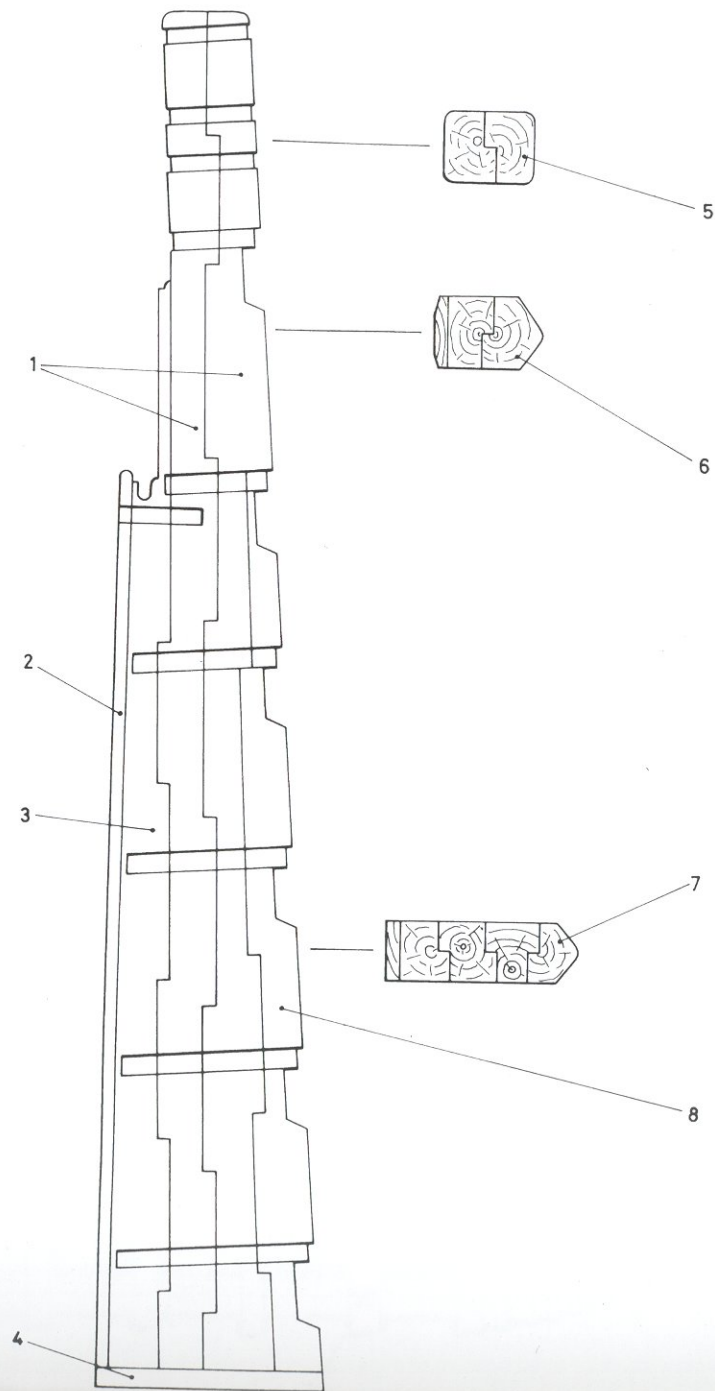
H4/2 Construction (1/48 scale)

1. Two-part main piece (oak)
2. Back piece (fir)
3. Fir piece
4. Sole (fir)
5. Section through head
6. Section between hances
7. Section through rudder
8. Bearding piece (elm)

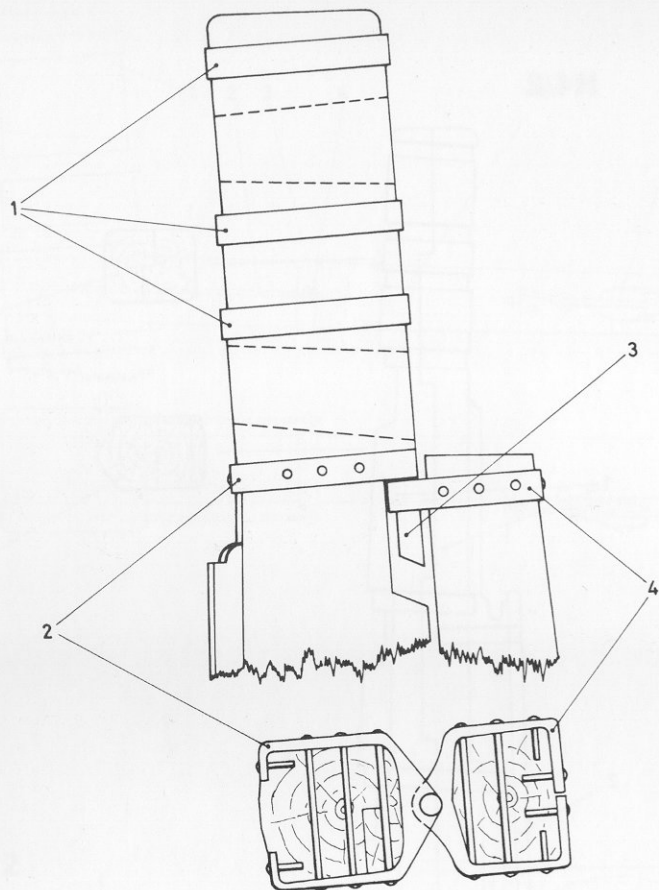
H4/1



H4/2



H4/3



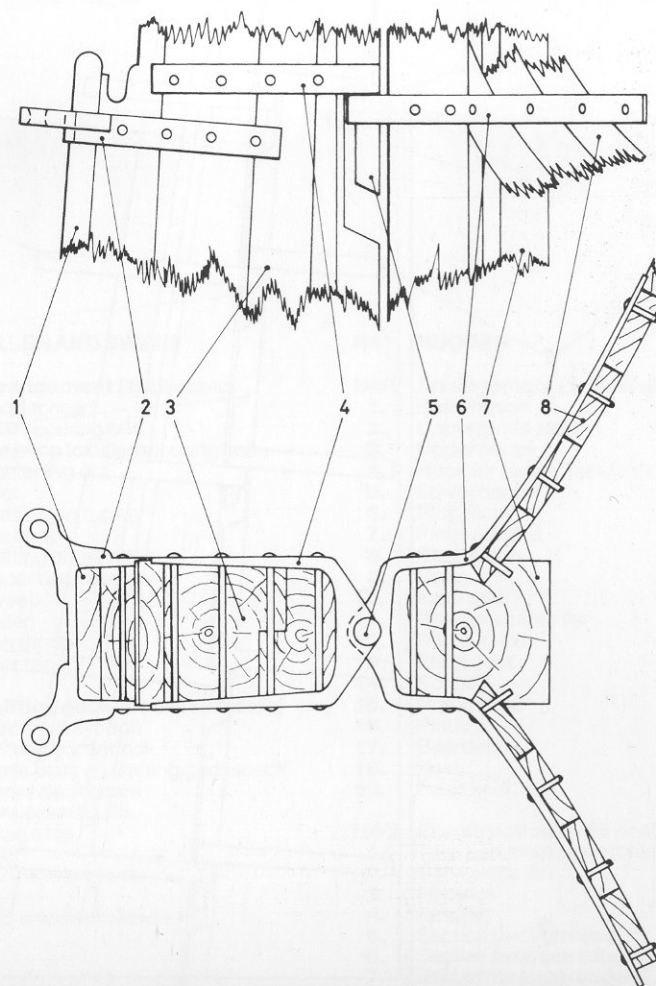
H4/3 Upper irons (1/24 scale)

1. Head hoops
2. Upper pintle strap
3. Upper pintle
4. Upper brace

H4/4 Lower hance irons and ring plate (1/24 scale)

1. Back piece
2. Ring plate
3. Main piece
4. Pintle strap
5. Pintle
6. Brace
7. Stern post
8. Outer hull planking

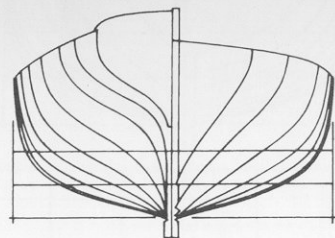
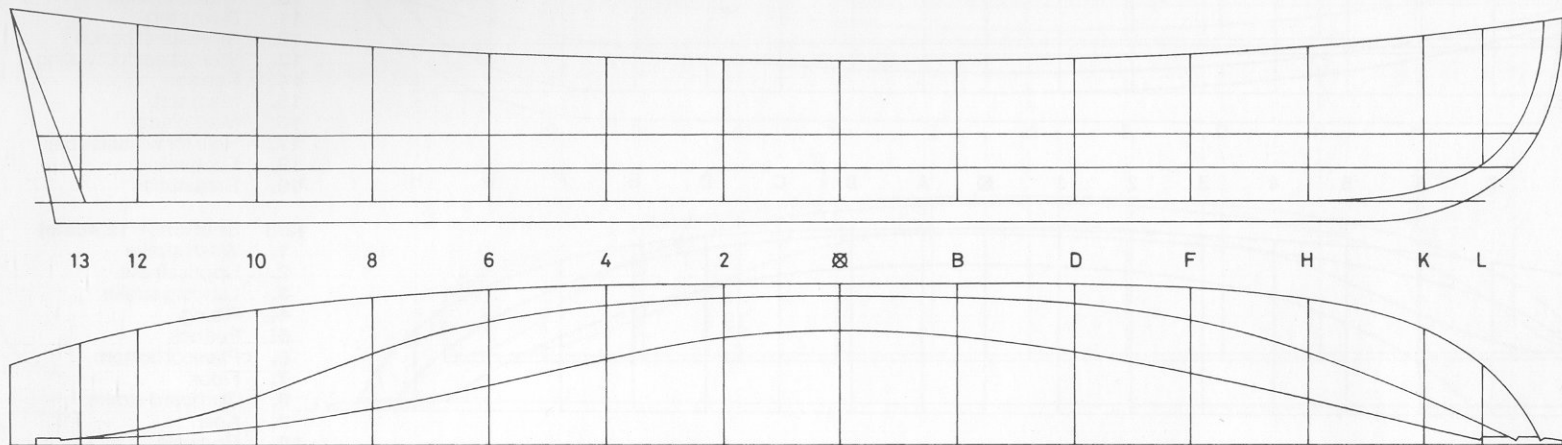
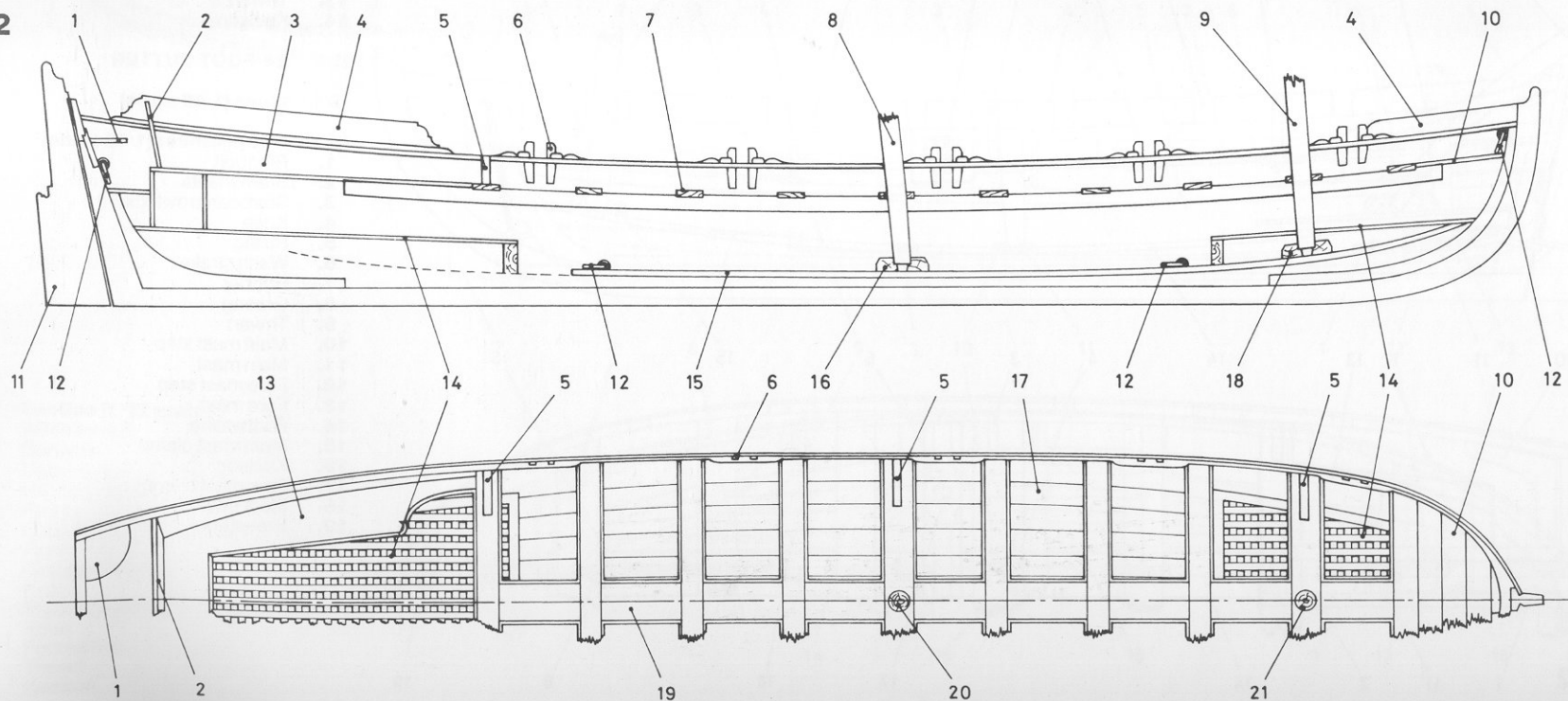
H4/4

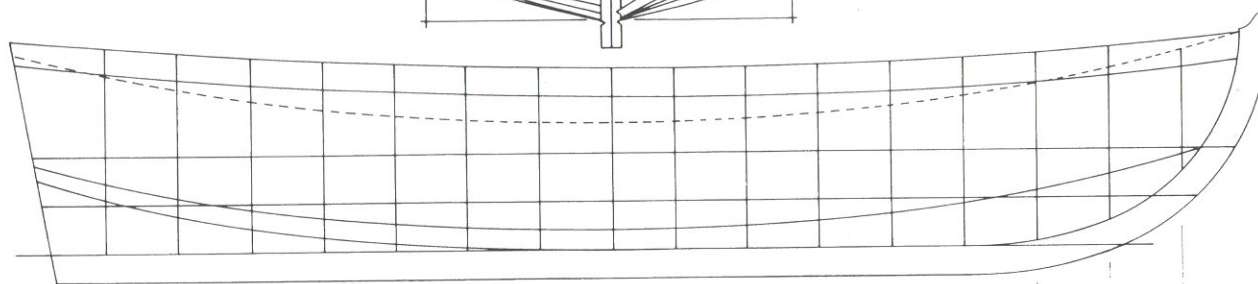
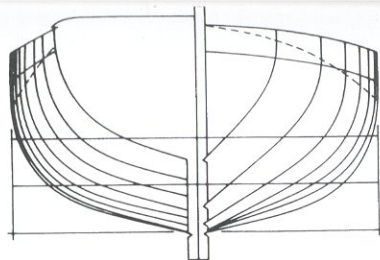


I1 32-FOOT PINNACE**I1/1 Lines (1/48 scale)****I1/2 Arrangement (1/48 scale)**

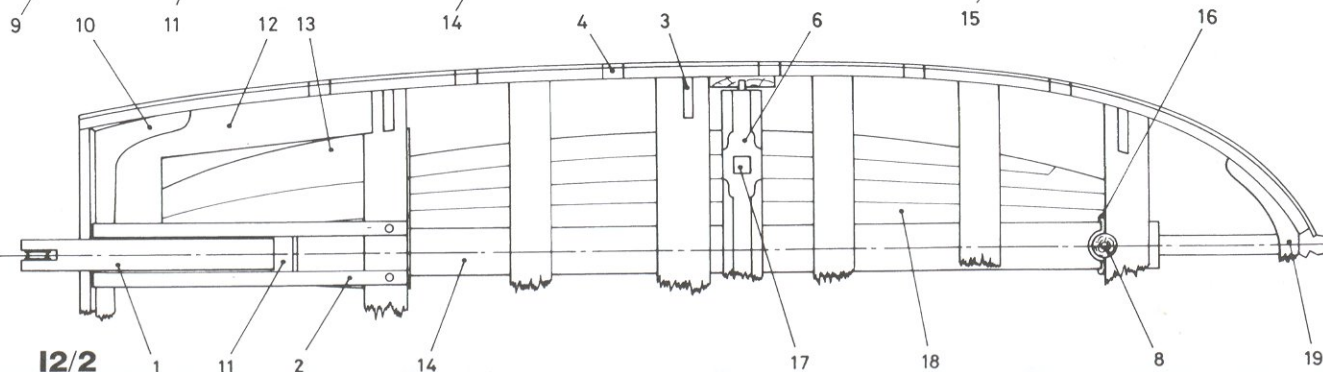
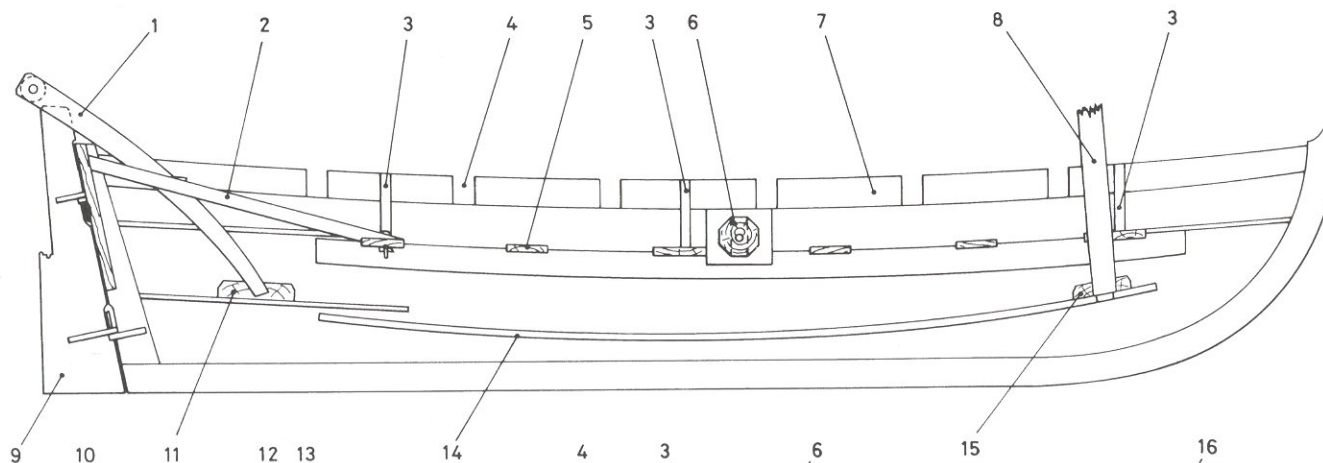
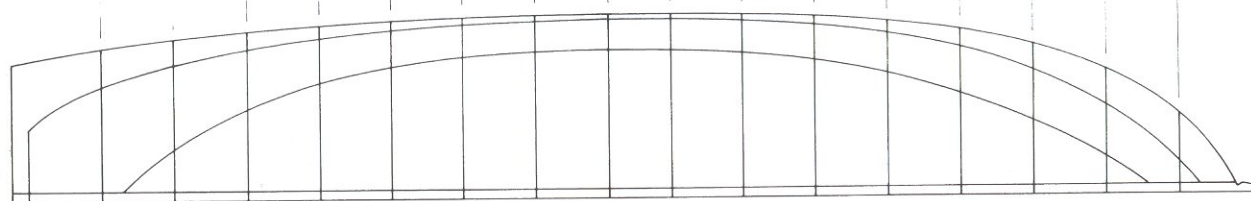
1. Coxswain's seat
2. Backboard
3. Sternsheets
4. Washboard
5. Knee
6. Thole pin
7. Thwart
8. Main mast

9. Fore mast
10. Decking
11. Rudder
12. Ringbolt
13. Sternsheet bench
14. Grating
15. Keelson
16. Main mast step
17. Footwaling
18. Fore mast step
19. Bench
20. Main mast
21. Fore mast

**I1/1****I1/2**



7 6 5 4 3 2 1 X A B C D E F G H

**12 26-FOOT LAUNCH****12/1 Lines (1/48 scale)****12/2 Arrangement (1/48 scale)**

1. Davit
2. Davit supports
3. Knee
4. Rowlocks
5. Thwart
6. Windlass
7. Wash strake
8. Mast
9. Rudder (unshipped if the davit is shipped)
10. Transom knee
11. Davit step
12. Sternsheet bench
13. Sternsheet footwaling
14. Keelson
15. Mast step
16. Mast clamp
17. Hole for windlass bar
18. Footwaling
19. Breasthook

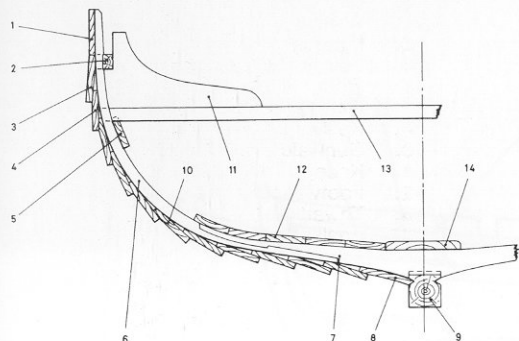
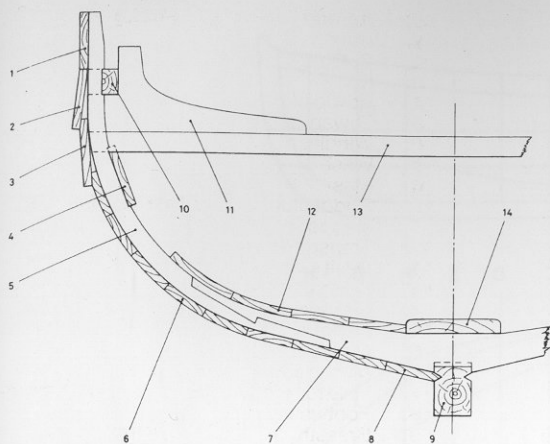
12/3 Section (1/12 scale)

1. Wash strake
2. Upper strake
3. Landing strake
4. Rising
5. Futtock
6. Plank of bottom
7. Floor
8. Garboard strake
9. Keel
10. Gunwale
11. Knee
12. Footwaling
13. Thwart
14. Keelson

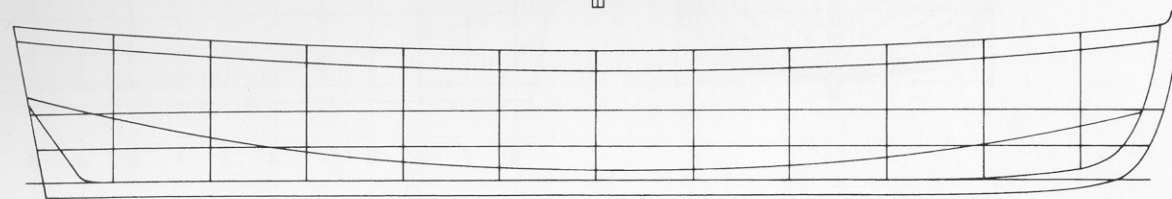
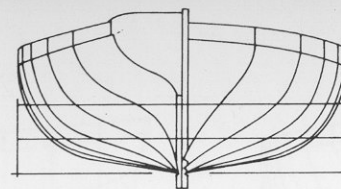
13 24-FOOT CUTTER**13/1 Lines (1/48 scale)****13/2 Arrangement (1/48 scale)**

1. Ringbolt
2. Sternsheets
3. Starboard rowlock
4. Knee
5. Rising
6. Wash strake
7. Rudder
8. Grating
9. Thwart
10. Main mast step
11. Main mast
12. Fore mast step
13. Fore mast
14. Footwaling
15. Main mast clamp
16. Keelson
17. Fore mast clamp
18. Mast thwart
19. Breasthook

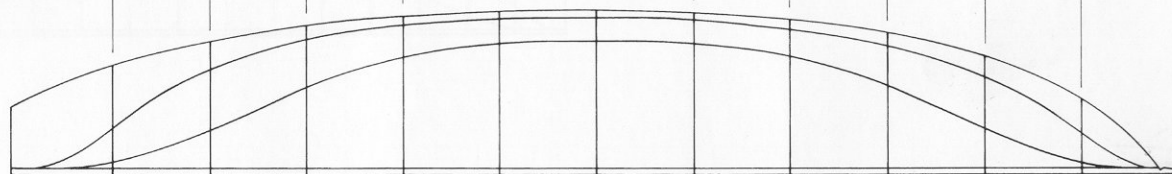
12/3



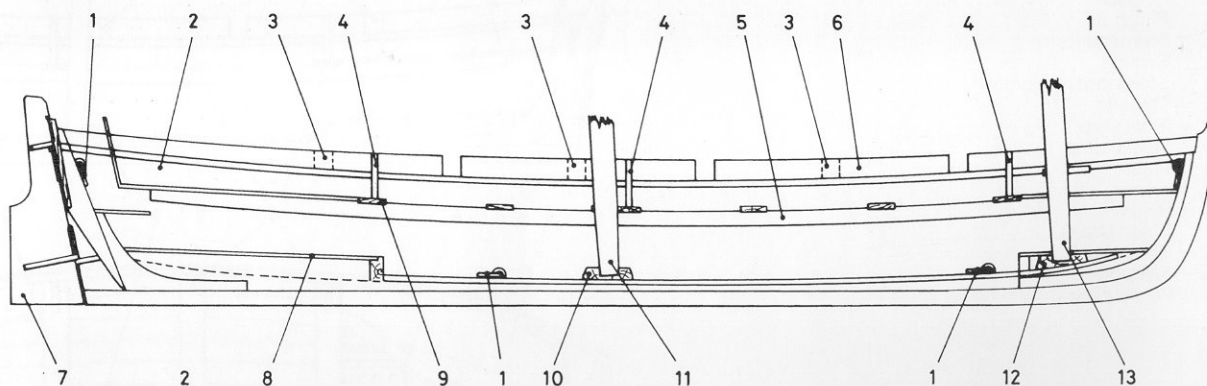
13/1



10 8 6 4 2 ⊗ B D F H K

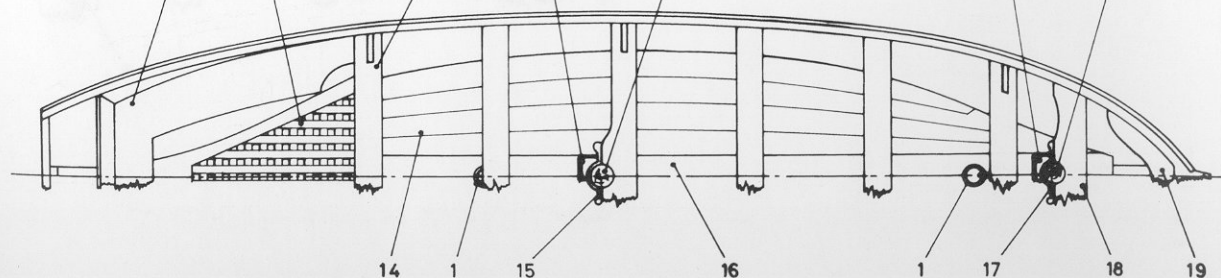


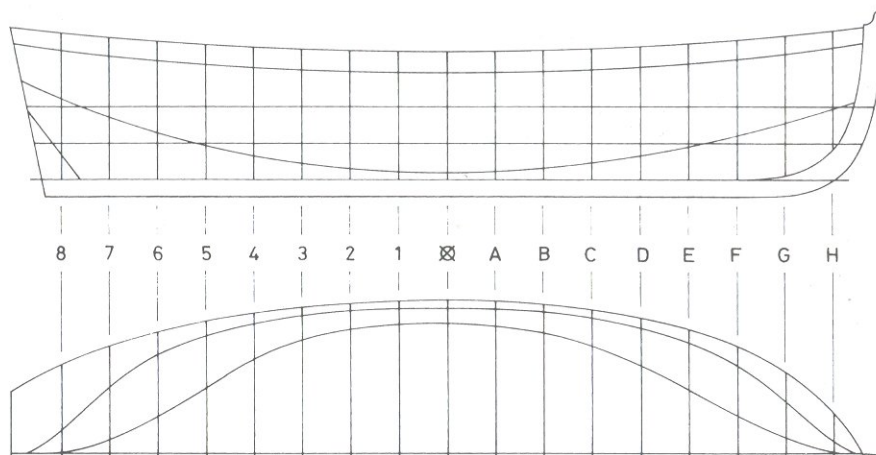
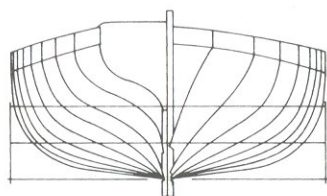
13/2



13/3 Section (1/12 scale)

1. Wash strake
2. Gunwale
3. Upper strake
4. Landing strake
5. Rising
6. Futtock
7. Floor
8. Garboard strake
9. Keel
10. Plank of bottom
11. Knee
12. Footwaling
13. Thwart
14. Keelson





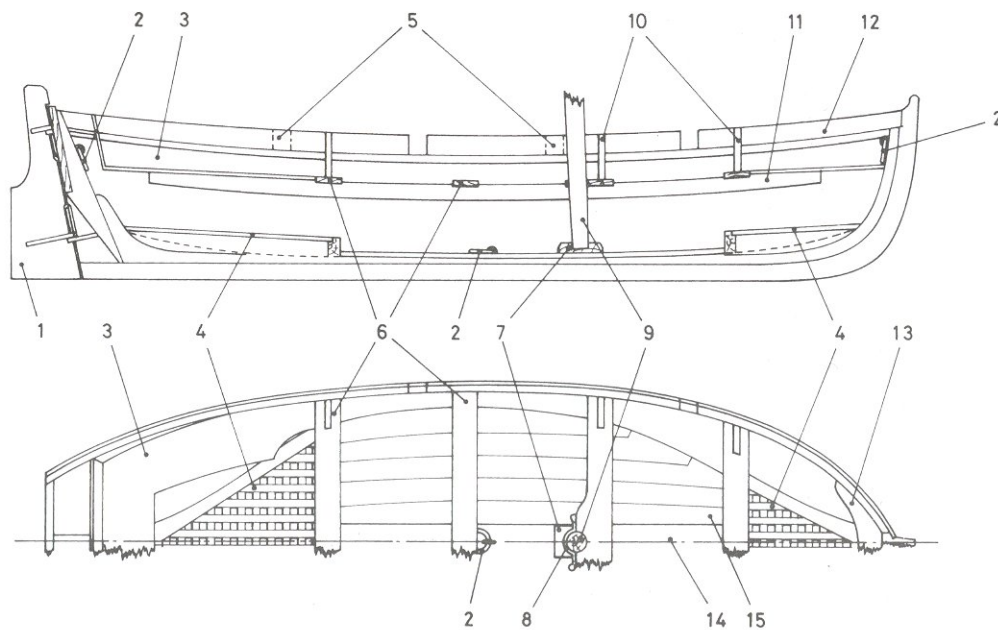
I4 18-FOOT CUTTER (JOLLY BOAT)

I4/1 Lines (1/48 scale)

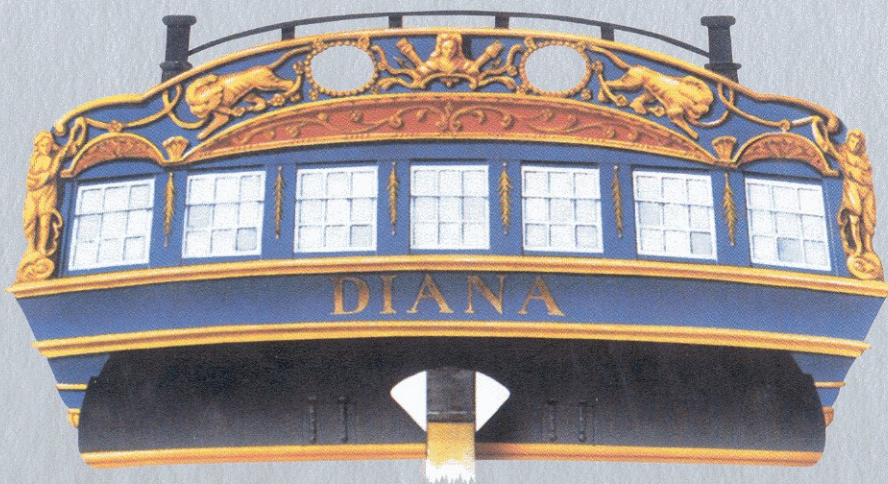
I4/2 Arrangement (1/48 scale)

1. Rudder
2. Ringbolt
3. Sternsheets
4. Grating
5. Starboard rowlocks
6. Thwarts
7. Mast step
8. Mast clamp
9. Mast
10. Knees
11. Rising
12. Wash strake
13. Breasthook
14. Keelson
15. Footwaling

I4/2



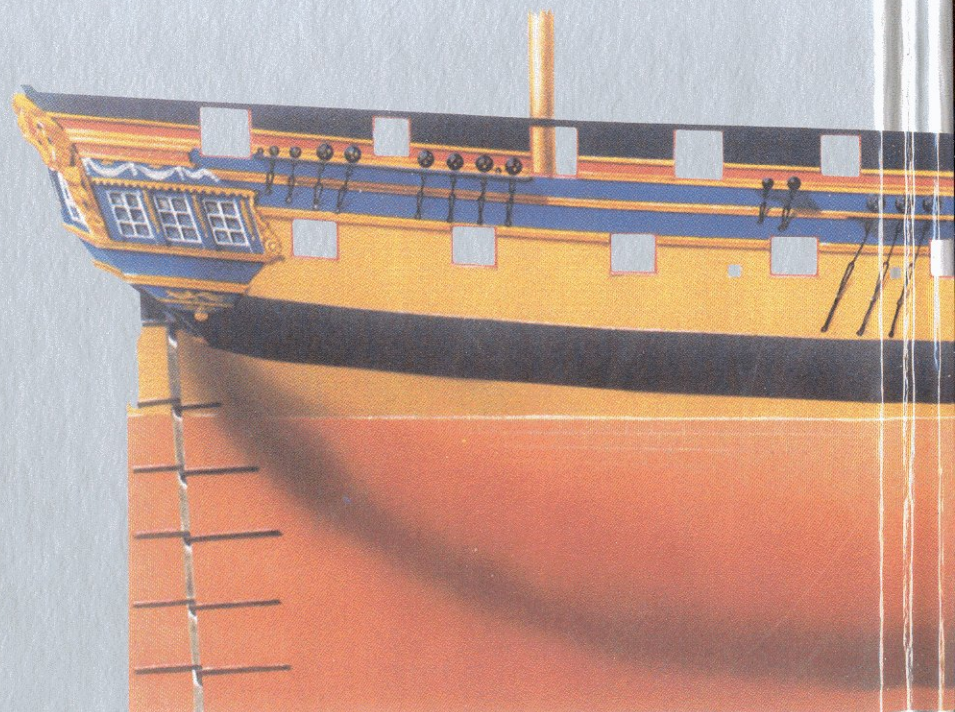
The frigate was the eighteenth-century equivalent of the cruiser, used for a wide variety of roles from fleet reconnaissance to patrolling the sea lanes. Launched in 1794, *Diana* was a typical British frigate of the period, whose long and active career spanned virtually all the French Revolutionary and Napoleonic Wars. In 1815 she was sold to the Dutch Navy, which she continued to serve until destroyed by an accidental fire in 1839.

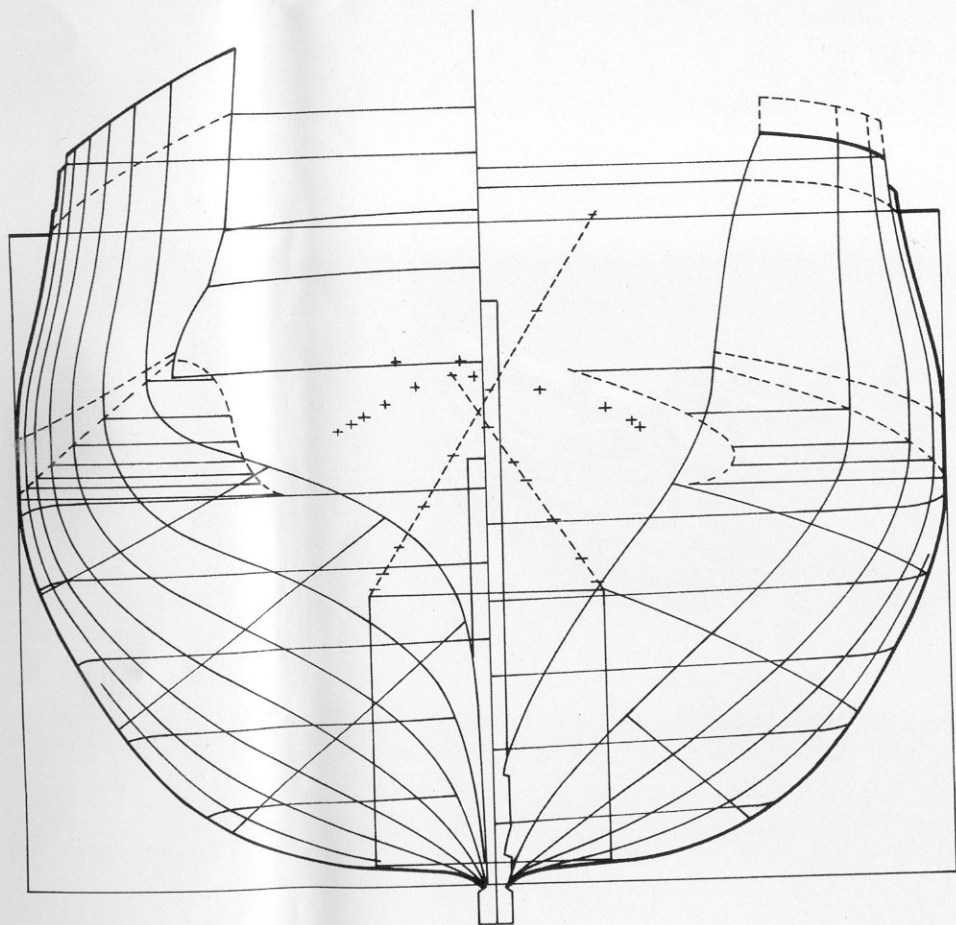


THIS VOLUME FEATURES

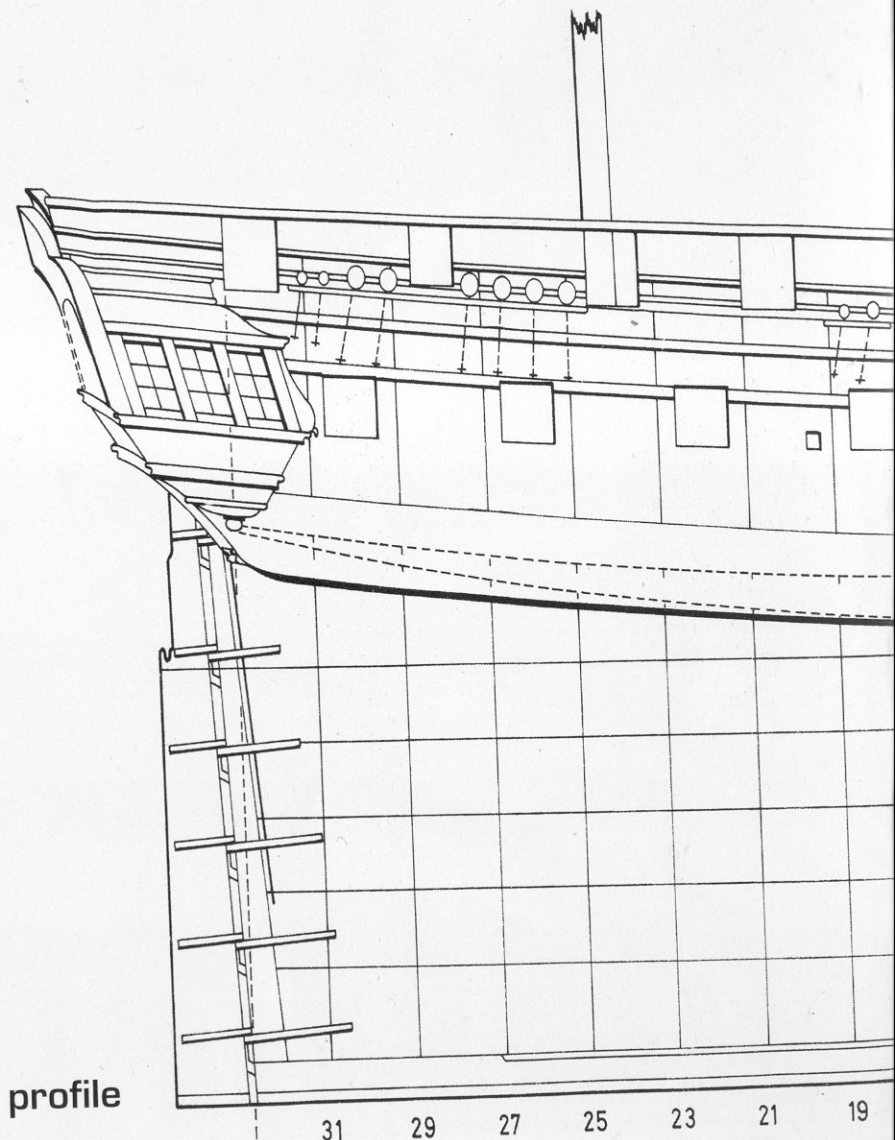
- A full description of the ship and her position in the development of the British frigate.
- A pictorial selection covering the most reliable models of the ship.
- A guide to the ship's colour scheme and decorative work on the book jacket.
- More than 300 perspective and 3-view drawings, with in-depth descriptive keys, of every detail of the ship – general arrangements, hull construction, fittings, masts and yards, rigging and sails, and armament.

A complete anatomy of the ship in words, photographs and drawings.



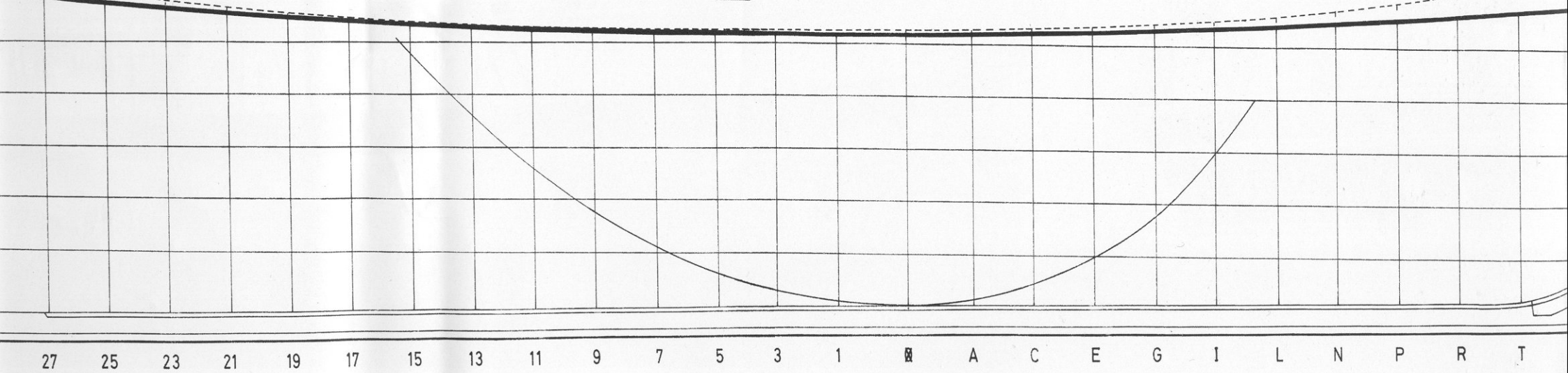
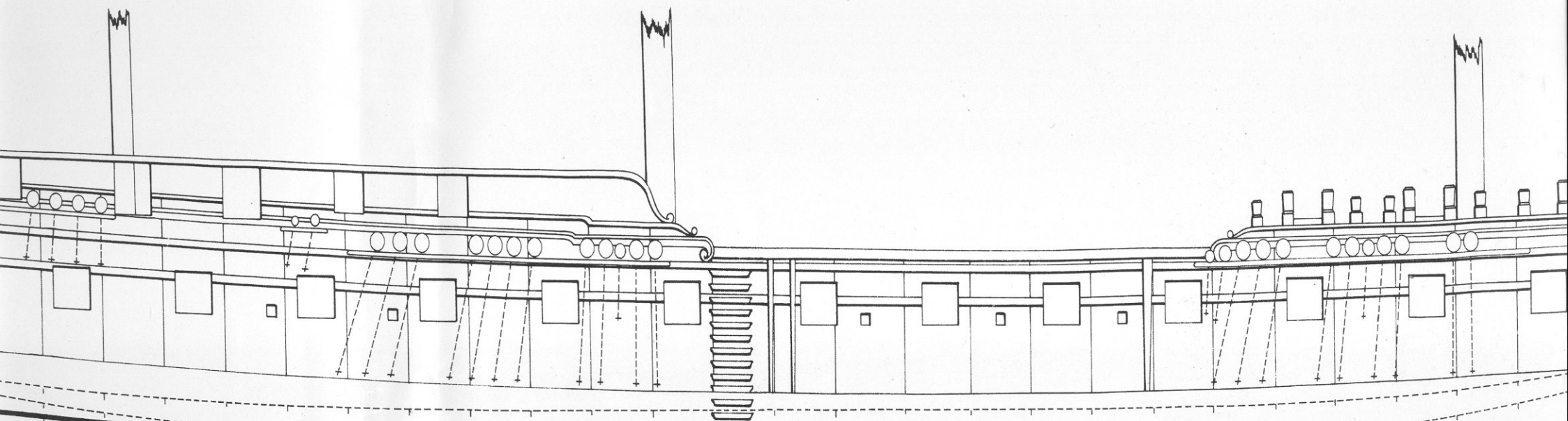


Body plan



Sheer and profile

31 29 27 25 23 21 19



27 25 23 21 19 17 15 13 11 9 7 5 3 1 M A C E G I L N P R T

